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SEE LAST PAGE.

Hongkong Daily Press.

Give
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Bovril

Because the Body Building
Power of Bovril has been
proved to be from 10 to 20
times the amount taken.

No. 17,284. 號四十八百二千七第 日六十二月八年丑癸 HONGKONG, FRIDAY, SEPTEMBER 26TH, 1913. 五拜禮 號六十二月九年二國民華中 PRICE, \$3 PER MONTH.

INTIMATIONS

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PORTLAND CEMENT.
In Casks \$75 lbs. net.
In Bags 250 lbs. net.
SHEWAN, TOMES & CO.,
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Hongkong, 9th June, 1913. [72]

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CHINKIANG—Messrs. GEARING & Co.
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K. KATO,
Manager,
No. 2, Pedder Street, Hongkong.
Hongkong, 24th April, 1913. [69]

SIEN TING.

URGENT DENTIST.
No. 10, D'ARVILLE STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 22nd September, 1913. [110]

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BY popular English Manufacturers. In
all Bore and Sizes.
SMOKELESS POWDERS AND CHILLED
SHOT. From No. 10 to SSSG, at \$6, \$7
and \$7.50 per 100. **SPORTING REQUIS-**
ITES and **AIRY GUNS** in Variety.
Inspection Invited.

W. SCHMIDT & Co.

Hongkong, 17th April, 1913. [68]

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ESTABLISHED A.D. 1850.

IRON, Steel, Metal and Hardware Mer-
chandise, Wholesale and Retail Iron-
mongers, Pig Iron and Foundry Coke
Importers. General Storekeepers and Ship-
chandlers. Nos. 35 and 37, HING LOOKE
STREET (2nd St. West of Central Market).
Telephone No. 515. [66]

PEAK TRAMWAY COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.		Every 15 minutes.
7.00 a.m. to 8.00 a.m.	...	10 "
8.00 " " 10.00 "	...	15 "
10.00 " " 11.00 "	...	15 "
11.30 " " 12.45 p.m.	...	15 "
12.45 p.m. to 1.15 "	...	15 "
1.15 " " 2.15 "	...	15 "
2.15 " " 3.00 "	...	15 "
3.00 " " 4.00 "	...	15 "
4.00 " " 5.00 "	...	15 "
5.00 " " 6.00 "	...	15 "
NIGHT CARS.		
4.50 p.m. and 9.00 p.m.	...	11.00 p.m.
Every Half-Hour.		
11.00 p.m. to 11.45 p.m.	...	Every Quarter-Hour.
SUNDAYS.		
8.00 a.m. to 10.30 a.m.	...	Every 15 minutes.
10.30 " " 11.00 "	...	10 "
11.45 " " 12.00 noon	...	15 "
12.00 noon to 1.00 p.m.	...	10 "
1.00 p.m. to 5.00 "	...	15 "
5.00 " " 6.00 "	...	10 "
6.00 " " 7.00 "	...	15 "
7.00 " " 8.10 "	...	10 "
NIGHT CARS on Week Days.		
Extra Car at 12 Midnight.	...	
SUNDAYS.		
Extra Car at 12 Midnight.	...	

SPECIAL CARS by arrangement at
the Company's Office, Alexandra Buildings,
Des Voeux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1913. [62]

SOUTH MANCHURIA RAILWAY.

SHORTEST AND QUICKEST ROUTE BETWEEN
THE FAR EAST AND EUROPE, VIA DAIREN.

TIME TABLE TO APRIL 30TH, 1914.

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped
Sleeping, Dining, and First-Class Cars, is operated between Dairen and Changchun
in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct
Mail Steamer Service by the s.s. **KOBE MARU** and **SAKAKI MARU** (each Equipped with
Wireless Telegraph) as follows:—

NORTH BOUND.

1st Class Fares	Shanghai (Steamer) ...Lv.	Forenoon	Mon.	Wed.
\$ 40.00	Dairen (S.M.R. Train) ...Ar.	3.20 p.m.	Mon.	Wed.
Y 14.95	Mukden " " ...Lv.	11.25 "	"	"
Y 11.50	Changchun " " ...Lv.	11.30 "	"	"
R 9.60	Harbin (Russian Train) ...Lv.	6.50 a.m.	Tues.	Thurs.
	" " " " ...Ar.	8.00 "	"	"
	" " " " ...Lv.	2.00 p.m.	"	"

Connecting at Harbin with { State Express from Moscow, Wagon-Lits from Moscow, State Express for St. Pet'g.

SOUTH BOUND.

		Connecting at Harbin with	{	State Express from St. Pet'g.	State Express from Moscow	Wagon Lite from Moscow
R 9.60	Harbin (Russian Train) ...Lv.	10 a.m.	Mon.	Wed.	Fri.	
	Changchun (S.M.R. Train) ...Ar.	6.30 "	"	"	"	
Y 11.50	Mukden " " ...Lv.	7.00 "	"	"	"	
	" " " " ...Ar.	1.50 p.m.	"	"	"	
Y 14.95	Dairen " " ...Lv.	2.10 "	"	"	"	
	" " " " ...Ar.	10.20 "	"	"	"	
Y 40.00	Shanghai (Steamer) ...Lv.	Noon	Thurs.	Sat.	Sat	
	" " " " ...Ar.	Forenoon	Sat.		Mon.	

* Russian Train Time is 23 minutes faster than the S.M.R. Time.
The above fares do not include the Sleeping Car Supplement and Express Extra Fee.
THE "SAKAKI MARU."—This vessel, which leaves Shanghai every Monday
and connects with the Wagon-Lits service on the Trans-Siberian Railway, is a new Turbine
Steamer of 3,450 tons specially built for the Shanghai-Dairen Line. She has a speed of 12
knots per hour, and is fitted with every up-to-date appliance for comfort, safety, and conven-
ience. Accommodation: 63 First-Class (including 4 special cabins and 3 family cabins), 20
Second-Class, and 164 Third-Class. First voyage from Shanghai, August 18th.
MUKDEN-ANTUNG LINE.—MANCHURIA-CHOSUN THROUGH SERVICE.
Three-Weekly Express Service between Changchun and Fusan without change, establishing
direct link between the Trans-Siberian Express Service and the Imperial Japanese Govern-
ment Ferry and Railway Service, reducing the journey between Manchuria and Japan by
nearly two days and diminishing the sea-voyage to a few hours; also connecting Peking and
Tokyo by rail with the exception of the short passage between Fusan and Shimonoseki.
London to Tokyo in 13 1/2 days; Peking to Tokyo in 4 1/2 days.

RAILWAY HOTELS.—**YAMATO HOTEL** (Tel. Add. Yamato). At
Dairen, Port Arthur, Mukden, Changchun, and Hoshigawa. (the finest sea-side resort in
North China), all under the Company's management.
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at all the Agencies of the INTERNATIONAL SLEEPING CAR & EXPRESS TRAINS CO.;
Messrs. THOS. COOK & SON; REISEBUREAU DER HAMBURG-AMERICA LINIE;
the NORDISK REISEBUREAU; and the NIPPON YUSEN KAISHA, Shanghai; from whom
all information, time-tables, pictorial guide-books, etc., can be obtained free, or direct from the
SOUTH MANCHURIA RAILWAY CO.
Tel. Add.: "MANHUR." Codes: A.B.C. 5th Ed., A1, and Lieber's.

FUSHUN COAL

THE BEST STEAMING COAL IN THE FAR EAST.

Fresh stocks always on hand at Dairen, Port Arthur, Newchwang, and Tientsin Depots,
and also at Chefoo, Shanghai, Hongkong, Singapore, and Penang.

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A CHOICE SELECTION:

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QUEEN MARY CHOCOLATES.
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NO. 1 DOCK.	NO. 2 DOCK.	NO. 3 DOCK.
Docking Length 515 ft.	Docking Length 376 ft.	Docking Length 481 ft.

Every description of repair work is undertaken. A large assortment of material
including tail shafts are kept in stock. Two powerful tow boats; floating derrick to
lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers,
tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

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92 buildings, comprising of brick and steel, 310 entrances. 37 buildings are private
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Custom-house brokerage and insurance undertaken. Rates moderate.
Mooring Basin, 600 feet by 100 feet by 25 feet deep, adjoining the docks and warehouses.

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THE ONLY LEMON SQUASH THAT RETAINS THE NATURAL
FLAVOUR OF THE LEMON.

CALDBECK, MACGREGOR & CO.

(ESTABLISHED 1864.)

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Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.

Manufacturers of Contrado Auxiliary Machinery, Weir's Auxiliary Machinery, Stone's
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and Parsons' Steam Turbines, etc., etc.

AT NAGASAKI:—Telegraphic Address:—"DOCK," NAGASAKI.

	Length on Keel-Blocks.	Breadth at Entrance on Bottom.	Depth of Water on Keel-Blocks.
3 Dry Docks	No. 1 510 ft.	77 ft.	28 ft.
	No. 2 350 ft.	53 ft.	24 ft.
	No. 3 714 ft.	88 ft.	34 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OURA MARU," 716 tons and 12 knots speed, is always ready
at short notice.

AT KOBE:—Telegraphic Address:—"WADADOCK," KOBE.

	No. 1.	No. 2.
Lifting Power	7,000 Tons.	12,000 Tons.
Max. Length of Ship taken in	480 Feet.	580 Feet.
Max. Breadth	56 "	66 "
Max. Draft	22 "	26 "

The Salvage Steamer "ARIMA MARU," pumping capacity per hour 2,000 tons.

Floating Shearlegs, capable of lifting 40 tons weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION.

28th May, 1913.

[72]

ENGLISH-MADE—HIGHEST GRADE

PAINTS MIXED READY FOR THE BRUSH

IN 7 LB. TINS AND 1 CWT. IRON DRUMS.

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(INCORPORATED IN THE UNITED KINGDOM.)

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LILAC GREY.	LIGHT DRAB.	LIGHT STONE COLOUR.
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SIGNAL RED.	LIGHT AZURE BLUE.	IVORY WHITE.
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"CYGNITE" WHITE PAINT IN 7 LB. TINS.

ALUMINIUM PAINT IN 1 PINT TINS.

887-1]

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PEDDER STREET—(Adjoining Hongkong Hotel Main Entrance)

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Eldorado, by Baroness Orczy ...	\$1.75	The Silence of Dean Maitland, by Maxwell Gray ...	80
Brave Brigands, by May Wynne ...	1.75	The Double Four, by E. Phillips Oppenheim ...	80
The Red Mirage, by I. A. R. Wylie ...	1.75	The Brass Bonder, by David W. Bone ...	80
Until Seventy Times Seven, by L. G. Moberly ...	1.75	Wrack, A Tale of the Sea, by Maurice Drake ...	80
The Opening Door, by Justin Miles ...	1.75	The Great Gay Road, by Tom Gallon ...	80
Lord Strangleigh Abroad, by Robert Barr ...	1.75	How to Make a Small Business Pay ...	80
Large Selection of New Sixpenny Novels.			
4 for \$1.00			

[926]

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Recently Refurnished and Redecorated
Large Airy Public Rooms.
Electric Lighting, Lifts and Fans.
Suites de Luxe.
Bedrooms with European Bath and
Lavatory attached.
Perfect Sanitation.
A LA CARTE GRILL ROOM.
J. H. TAGGART, Manager.

KING EDWARD HOTEL.

CENTRAL LOCATION.

All Electric Trams Pass Entrance
One Minute's Walk from Ferry.
Telephones on All Floors.
Electric Lifts, Fans and Lighting.
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Hot and Cold Water System Throughout.
Best of Food and Service.
Hotel Launch Meets All Steamers.
Telephone No. "VICTORIA."
Tel. Address: "VICTORIA."
R. H. NORTH, Manager.

GRAND HOTEL.

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A FIRST CLASS AND UP-TO-DATE HOTEL.

ENTIRELY UNDER EUROPEAN MANAGEMENT.
THIS HOTEL has recently been thoroughly
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is now luxurious y furnished and up-to-date
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CULINE ENTIRELY UNDER EURO-
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MEETS ALL STEAMERS. Monthly Rates
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FREDERICK REICHMANN,
Proprietor.

(Late Manager of J. H. Lyons (Procedero),
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TELEPHONE No. 157.
TELEGRAPHIC ADDRESS: "COMFORT,"
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1,400 FEET ABOVE SEA LEVEL.
FIRST-CLASS RESIDENTIAL and
TOURIST HOTEL. Unrivalled for
Comfort, Health and Convenience. Telephones
in Every Room, prompt connection main-
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Fifteen Minutes from Principal Landing
Stage. Moderate Tariff and Excellent
Cuisine. Roof Garden and Social Rooms.
European Runner meets Steamers.
P. O. PEUSTER,
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PRIVATE HOTEL.

STANDING in its own grounds, with
Tennis and Croquet Lawns, Large
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"Braeside," 20, Macdonald Road.

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SITUATED ON THE BRITISH CONCESSION.

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MACAO.
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SITUATED IN THE CENTRE OF PRATA GRANDE.
Both Hotels electrically lighted, and under
experienced European Supervision.
GUIDES AND CHAIRS PROVIDED.
Every Information and Special Attention
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REASONABLE RATES.
W. F. FARMER,
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A LING & CO.

23, QUEEN'S ROAD CENTRAL.

FURNITURE and PHOTO GOODS

STORE.
Photographic Goods of Every Description
in Stock.

Developing, Printing and Enlarging
Canton Marbles in Various Shades
TELEPHONE 1210.
Hongkong, 16th April, 1913. [662]

INTIMATIONS

AT THE WELCOME DINNER

of the

MEDICAL CONGRESS

held in London on the 6th ultimo, at the RITZ HOTEL,

CHAMPAGNE

DE ST. MARCEAUX,

1906 VINTAGE, WAS THE ONLY CHAMPAGNE ON THE MENU.

CHAMPAGNE

DE ST. MARCEAUX & Co.,

REIMS,

IS A GUARANTEED VINTAGE WINE.

It is the most Popular Wine in England and Europe to-day and invariably figures on the menus of Banquets, Dinners, and Suppers given by Reigning Monarchs, Ministers of State, Merchant Guilds, Sporting Clubs, etc., etc.

CHAMPAGNE

DE ST. MARCEAUX & Co.,

VIN BRUT AND VERY DRY.

PRICE PER CASE } 1 doz. Qts. \$57.00
INCLUDING DUTY, } 2 Pts. \$59.00

SOLE AGENTS:

A. S. WATSON & CO., LTD.,

WINE & SPIRIT MERCHANTS, HONGKONG.

NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.

Telegraphic Address: PRESS. Code: A.B.C. 5th Ed. Lieber. P.O. Box, 84. Telephone No. 12.

MARRIAGE.

Tait-Maitland.—On the 25th instant, at the Peuk Church, Hongkong, by the Rev. H. Copley Moyle, M.A., Chaplain of St. John's Cathedral, EDWIN GARLAND TAIT, of Shanghai, to ELIZABETH RITCHIE LAWRENCE MAITLAND, of Aberdeen, Scotland. [121]

HONGKONG OFFICE: 10A, DES VERTS ROAD, C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 26TH, 1913.

The steady drop in the price of Plantation rubber has caused much searching of heart, not only among planters in Malaya, but among all who have invested in the rubber companies of the Middle East. For one brief space of time in 1910 as much as 12s. a pound was realised at the auctions in London for Plantation sheets; Messrs. VERNON & SMYTH's last report gave the price as Two Shillings! A writer in the *Malay Mail* a fortnight ago, when rubber was 2s. 2d., said: "It is, of course, a fact that at the figure now obtaining many estates in this country cannot possibly produce except at a loss, which is a serious matter." The prophets are entirely confounded by this slump in the price of Plantation rubber. This is, indeed, a sad world for prophets—as well as apparently for profits. But the important question for the moment is, what is the explanation of this steady decline? Writing to a London financial paper recently, Mr. C. MALLET, of Singapore, said, "the present bear in plantation rubber is purely artificial." Other writers have been suggesting that Plantation rubber is being found inferior to Para for utilitarian purposes, and the pessimist is

heard in the Malay States recalling the time when the superior soil, better cultivation, greater care and cheaper labour in Malaya were going to drive South American coffee out of the market, "yet somehow Malayan coffee never caught on as a superior article in the home market." Hence the pessimist is inclined to wonder whether this bit of Malayan history is to be repeated in the case of rubber, and he sighs for "more public recognition of Plantation excellence from actual manufacturers and users rather than from financial magnates." Again, it is asked: "Is it that buyers prefer to purchase one ton of Para at 3/6 and to deery Plantation in order to buy twenty tons of the latter at 1/- a lb. less? Or is there really some extra value in Para?" These questions are obviously of vital importance to all who have money invested in rubber estates in the Middle East. Mr. MALLET, discussing in the article to which we have already referred the question as to what relation the price of Plantation rubber will bear to Para in the future, says—"The present situation is obviously artificial, and nothing can be drawn from it, but, even supposing that the proposed methods of standardisation do not bring Plantation rubber up to the recognised plane of Para for commercial purposes, it must bring it much nearer than at present, especially with a little combination on the part of estate companies, and I think that for the next year or two Plantation will fetch within a penny or two of Para, if it does not reach parity again, which it should do. It only requires combination on the part of rubber growers to do this, and if once the Admiralty specifications are opened to Plantation, then many other closed sources of consumption—railway contracts, etc.—will come into line, and best smoked sheet will certainly sell on a par with Para. Supposing that the price of Plantation remains down now, the price of Para must come down also—or else Plantation will rise to meet it." These are very comfortable reflections for those who are heavily interested in Plantation rubber. The strength of their position resides in the fact that the demand for rubber is yearly increasing, while the output of Para is represented as having reached its maximum. But as against this we have to put the fact that scores of new rubber estates in the Middle East are now coming into bearing and the question is whether the supply will not very shortly far exceed the demand. For the present year the estimated consumption is 120,000 tons, and next year "it is not likely to be less, as manufacturers will begin with the certainty of cheaper rubber than they began this year with." As only 28,000 tons of Para (which the experts say cannot be increased) and a possible 70,000 tons of Plantation—total about 100,000 tons—will be commercially producible in 1914, at least 30,000 tons of other rubber must come from somewhere. This means that the bulk of the other wild rubbers now produced (47,000 tons?) must be kept on the market, and Mr. MALLET says, this cannot be done with Para at much less than 3s. 6d., so that for 1914 the price of Para must be automatically maintained at a reasonable level which will permit of this. "The price of Para at the present moment is governed by a close corporation which maintains it, and the same will undoubtedly happen to Plantation, which will tend to bring the two to parity. The price of Plantation will thus largely depend, not on the bogey of over-production, which has not yet come to pass, but on the amount of combination on the part of Plantation companies. This should mean 3s. at least for good sheet Plantation for 1914."

As we have already remarked, this is a sad world for prophets, but it will be hoped that this prediction will not prove wide of the mark. Unless the consumption of rubber increases greatly there will be over-production in a couple of years from now, and it is satisfactory to see that the planters are alive to the danger and are contemplating the formation of Committees of Reorganisation and Control.

Dr. Gröne left by the *Shinyo-maru* for Home on holiday, accompanied by Mrs. Gröne.

Dr. Martyn Lobb left by the *Empress of India* on a short visit Home and will be returning, we understand, with a wife.

Major R. S. Paul of the 126th Baluchistan Infantry has been granted furlough to the United Kingdom for one year from November 11th on urgent private affairs.

It is notified that the business hitherto carried on by Mr. T. W. Kidd, under the style of the Hongkong Timber Company, will on October 1st be transferred to Messrs. Melchers & Co., and carried on by them under the style of Messrs. Melchers & Co. Timber Department.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE HOME RULE CONTROVERSY.

"DOOR STILL OPEN FOR THE FULLEST DELIBERATION."

LONDON, September 25th.

The *Westminster Gazette*, in a long statement in reference to the articles in the *Evening Standard* and *Pall Mall Gazette* on the previous day (summarised in yesterday's telegrams), says that it may, of course, be taken for granted that the political situation was discussed by the public men who met at Balmoral and elsewhere, but there has been no necessity for any new decision on the part of the Government, for Ministers are of opinion that the door has always been, and still is, open for the fullest deliberation of every aspect of the Home Rule question.

The *Westminster* emphasises the cordial relations between the Nationalists and the Liberals, and declares that the Liberals will not countenance any action which would betray the cause of the Irish party. The article concludes by assuming that if the Unionists desire peace they should find some method of dealing with the Ulster situation which would prevent its blocking the policy of conciliation.

ULSTER DELEGATES MEET IN BELFAST.

Five hundred Ulster delegates met in the Ulster Hall, Belfast.

Sir Edward Carson and Lord Londonderry drove up, attended by a bodyguard of motor cyclists.

The Duke of Abercorn, Captain Craig M.P. and many Peers were present.

The conference finally approved of the articles for a Provisional Government, and Financial, Legal, Education, Customs, Excise, Post Office and Volunteer Force Committees were appointed.

The standing committee of the Ulster Unionist Council was appointed the Executive, with Sir Edward Carson as chairman, while the Rt. Hon. J. H. M. Campbell, P.C., Attorney-General for Ireland in 1905, was appointed Assessor.

Details will be published on the day when Home Rule becomes law.

The largest Union Jack in the world was spread over the platform.

Lord Londonderry opened the proceedings, which were conducted within closed doors, and an official statement was made afterwards.

Sir Edward Carson, addressing the conference, said they must recognise that two hostile parties were face to face. If Home Rule was not carried there would be trouble in the South; if it was carried there would be trouble in the North. Great Britain must be accepted as the arbiter between the parties. All the artifices of politicians and the subtleties of Radical pressmen would never convert what was essentially loyalty into treason. If there was disgrace in the fight before them, it was not disgrace for Ulster, but for the men who, for their own base purposes, had driven them into their present position. They would have had no right to take the step they had taken that day, with its possible consequences, if they had not exhausted every means to bring the Government to a real sense of the problem and its dangers.

Sir Edward Carson gave £10,000 as an indemnity fund.

PRESS COMMENT.

The proceedings at Belfast yesterday have been made the basis of admonitions by the Unionist Press to the Government to abandon the policy of drift and appeal to the electors if they do not wish to be responsible for certain bloodshed. They dwell on the orderly, practical and business-like character of the scheme for provisional government, and declare that if there was ever any doubt of the intentions of Ulster it is now removed.

The Liberal papers point out the undemocratic nature of the standing committee, which includes eighteen peers, and declare that this self-constituted authority means to rule Ulster on behalf of the Orange Lodges. They dwell on the bad impression created on workers by Carsonism, and assert that the hollowness of the movement is made evident by the elaborate advertisement.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

BRITISH EMPLOYERS FORM A DEFENCE UNION.

ENORMOUS GUARANTEE FUND CONTEMPLATED.

LONDON, September 25th.

The *Times* announces that a United Kingdom Employers' Defence Union has been formed, which will be registered as a trade union, with the object of consolidating the resources of the employers and maintaining their rights and freedom to bargain individually with free workers, or collectively with trade unions.

At a meeting last week two manufacturers promised £50,000 each towards a guarantee fund, which it was hoped would reach £50,000,000 sterling. Individual guarantees will become operative only when this sum is secured.

BICKERING IN THE BALKANS.

SERVIAN RESERVISTS CALLED OUT.

BELGRADE, September 25th.

Two regiments of Reservists have been called out, and the railway is wholly reserved for military traffic.

A telegram from Sofia says that the Servian troops and Turkish Bashibazouks are attacking the Bulgarian frontier posts in the Strumnitza district.

Servian and Montenegrin are acting jointly in warding off Albanian incursions. Montenegro has sent 60 men from each battalion to Diakova.

The Vienna Bourse is much depressed owing to the Albanian complications and the Servian military preparations.

Reuter's correspondent at Sofia wires that the Bulgarian Government has presented a note to the Russian Legation complaining of the "reign of terror" created by the Servians in Macedonia.

ANOTHER OUTRAGE IN ABYSSINIA.

ENGLISH ARMY OFFICER WOUNDED BY IVORY HUNTERS.

NAIROBI, September 25th.

Following the murder of Captain Aylmer in June by ivory poachers in Abyssinia, Lieutenant Jones, of the King's African Rifles, has been wounded at Kuto, near Lake Rudolf. It is presumed that his assailants were Abyssinian ivory hunters. Troops were already en route before the news was received.

BRITISH NAVAL DEMONSTRATION IN THE MEDITERRANEAN.

LONDON, September 25th.

The concentration of British warships in the Mediterranean will constitute the most imposing demonstration of naval power that Great Britain has ever made in that sea.

AUSTRALIAN NAVAL DOCKS.

LONDON, September 25th.

The famous engineer, Sir Maurice Fitz Maurice, is sailing for Australia to investigate on behalf of the Commonwealth the question of Naval Dock bases from an engineering standpoint.

SEQUEL TO AMERICAN RAILROAD WRECK.

USE OF ALL-STEEL CARS RECOMMENDED.

WASHINGTON, Sept. 25th.

The Inter-State Commission's investigation into the recent wreck on a Newhaven railroad recommends legislation requiring railroads to use all-steel cars.

THE DUBLIN LABOUR TROUBLES.

LONDON, September 25th.

The Irish Government has asked Sir George Askwith to visit Dublin and mediate in the Labour dispute.

HOME TURF.

THE TETRARCH INSURED FOR THE DERBY.

LONDON, September 25th.

The phenomenal colt, The Tetrarch, has been insured with Lloyds against inability to run in the Derby of 1914. The rate paid is 25 per cent.

DEATH OF A NOTED NATIONALIST.

New York, Sept. 25th.

Patrick Ford, the noted Nationalist, is dead.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

SUCCESSOR TO MR. MORITARO ABE.

LONDON, September 25th.

Mr. Chozo Koike, Councillor at the Japanese Embassy, has left for Tokio via Siberia to succeed Mr. Abe as Chief of the Political Affairs Bureau in the Foreign Office.

He is due to arrive early on the 11th October, and enters upon his duties on the same day.

The staff of the Embassy and a large and representative gathering of Japanese assembled at the station to bid him farewell.

ILLNESS OF EX-PORTUGUESE KING'S CONSORT.

LONDON, September 25th.

Ex-King Manuel's consort has been several days in hospital at Munich. The nature of her illness has not been disclosed, but it is announced that her condition is improved.

OPIUM SALES AT CALCUTTA.

At the ninth opium sale at Calcutta on the 2nd inst., there was a further rise in prices, the total proceeds of 375 chests being two lakhs more than was realised at the August sale for the same number of chests. 100 chests of Bihar opium were sold, the highest price per chest realised being Rs. 3,000 and the lowest Rs. 2,695. Of Benares opium 475 chests were sold, the highest price per chest being Rs. 2,800 and the lowest Rs. 2,595. The grand total for the sale was Rs. 15,34,800 as against Rs. 13,20,375 at the last sale, while the general average price per chest was Rs. 2,609-0-3 as compared with Rs. 2,296-2-1 last month.

JAPAN'S ACTION IN CHINA.

BRITAIN'S DIPLOMATIC SUPPORT.

Tokio, September 17th.

Before presenting the Japanese demands in Peking, the Foreign Office instructed Mr. Inouye, Japanese Ambassador in London, to sound the British Government and ascertain its attitude in the event of military action being taken against China. Mr. Inouye learned that Great Britain would view with apprehension military action against China at the present time, which was calculated to encourage the partition of that country amongst the Powers. Great Britain would support Japan in Peking diplomatically if demands for apology and indemnity were made, but could not countenance stronger action previous to the presentation of such demands.

MARRIAGE AND LONG LIFE.

BACHELORS AT DISADVANTAGE.

Statistics collected by the Federal authorities in America, and edited by Professor Wilcox, of Cornell University, show conclusively (says the *New York correspondent of the Daily Telegraph*) that married men have a much better chance of life than bachelors. The advantage is greatest in middle life, but at all ages before eighty it is marked.

From twenty to thirty the death-rate among bachelors is 4.2, as compared with 3.6 among bachelors. In the decade following it is under 6, against nearly 13. Between forty and fifty the married man is better off in the proportion of 0.5 to 19.5. From fifty to sixty his margin of superior vitality is 11, and the ten years up to his allotted three score and ten years it is as much as 19.

Commenting on these figures, the *Journal of the American Medical Association* observes that some allowance must be made for the fact that men of bad or indifferent health are not willing to assume the burden and responsibility of a family. It is certain that the regular life of a married man, the care bestowed upon him by his wife, and his avoidance of unnecessary risks are all important factors in retarding his journey to the grave. At all ages the statistics show that unmarried men die at a rate almost twice that of the married men.

Women, oddly enough, seem to gain less by wedlock. Between twenty and thirty, owing probably to the dangers of childbirth, the death-rate of wives is higher than that of spinsters by 5 to 4. These figures are misleading, however, because, while the "girls" in this group include all between twenty and thirty, comparatively few of the wives are under twenty-five. In the more advanced ages the wives have some advantage over the spinsters, but not so much as the husbands over bachelors.

As to suicides, four-fifths are unmarried, but it is added, "small means and small hope of wedded life are apparently the chief contributing cause."

The recent celebrations of the birthday anniversary of the Emperor Francis Joseph will be overshadowed by those which are to be held in December next, when his Majesty will complete his sixty-fifth year as Emperor of Austria. It was not long ago that he talked of abdication. It was through the resignation of his uncle that Francis Joseph came to rule Austria, and it is interesting to note that Ferdinand lived for over twenty-six years after relinquishing the throne.

SUPREME COURT.

Thursday, September 25th.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. J. H. KEMP (PUISNE JUDGE).

SMALL CLAIM FOR RICE SOLD.

Action was brought by Chau In Man and Chau In Ting against the Hop Hing firm to recover the sum of \$16.51, balance due for rice sold and delivered.

Mr. F. Mason appeared for the plaintiffs, and Mr. C. A. Sutherland Russ for the defendant firm.

Mr. Mason said he was not ready to go on, as his clients' books were missing. They were left at his office to be translated, so that they might get certified copies, but his interpreter, who had charge of the case, had gone to Saigon, and the books could not be found.

Mr. Russ very strongly opposed an adjournment. This was a very trifling case, the claim was one of only \$16, and the costs had already run up to a considerable amount. He had a book which was chopped by one of the plaintiffs and set out all the items. If it would be shown in the course of the case that the cause of the action was that the book was wrongly added up. If the items were properly added, it would be found that the amount due was \$12.80, and that amount had been settled.

Mr. Mason said his books showed a balance due of \$26.51.

His Lordship—The claim is a very small one, and I would like to dispose of the case now if possible.

Mr. Russ said there was an uncertain balance of between \$12 and \$13 due, and one of the plaintiffs wrote to defendant and asked him to pay \$10 in full settlement to his wife. Mr. Russ said he was going to submit that that was good accord and satisfaction. As far as he could see, the books were not material unless the details in plaintiffs' book disagreed with the details in the book he had put in.

After hearing evidence his Lordship entered judgment for plaintiff for \$2.86 and costs.

STEAMER PIRATED IN CHINESE WATERS.

The *s.s. Lieorne* was attacked by a band of about seven or eight armed pirates at Ki O, in Chinese waters, at about 10.30 on Wednesday night. The steamer left Hongkong at about 7 o'clock in the evening, and when off Ki O the pirates rushed on board the vessel, presenting their revolvers and threatening the crew and passengers with ugly-looking knives. The robbers battered the passengers down in the hold, and tied up the master and coxswain. They then proceeded to examine the boat for booty, and took two chests of opium, \$1,000 in money, and nine cases of cargo, and made good their escape in two of the ship's boats. The pirates were in charge of the vessel from 10.30 until nearly one o'clock in the morning, and deserted her in the neighbourhood of Wong Moon. Several passengers were injured more or less severely by knife and bullet wounds, but no one was killed. There was no European on board the vessel.

NAVAL AND MILITARY.

A draft of close on 200 non-commissioned officers and men of the 1st Gloucester Regiment is to proceed by steamship to Hongkong shortly to join the other battalion.

New crews for the sloop *Rosario*, parent ship of Far East Submarine Flotilla, and surveying ship *Melina*, employed on the China Station, left the Naval Depot, Chatham, on 27th inst. for Devonport.

The following appointments have been made at the Admiralty:—Commander M. Baillie-Hamilton, to the *Triumph*, on recommissioning, to date August 28th. Lieutenants C. P. Chearnley (as navigating officer), C. M. L. Scott, C. A. Browne, B. C. Porter, and J. G. Bowles, to the *Melina*, on recommissioning, undated.

Royal Marines.—Captain R.M.L.I.—C. L. E. Muntz, to the *Triumph*, for passage, for the *Tamar*, on joining. Lieutenant R.M.L.I.—F. H. Thomas, to the *Triumph*, for passage to China, for the *Tamar*, as instructor of musketry, Hongkong.

Lieut. Francis Allen Newton Cromie, who has been appointed to succeed Commander Archdale in command of the Submarine Flotilla at Hongkong, passed the whole of his time as naval cadet and midshipman on the China Station, in the *Barfleur*, flagship of Rear-Admiral C. C. Penrose, Fitzgerald and Sir James Bruce, from May, 1896, to the end of 1901. He was mentioned in dispatches for his services at Tientsin in June, 1900, during the Boxer outbreak, and has the medal for this.

Major R. B. Airey, A.S.C., has been selected for service in North China.

Major P. B. Morris, Duke of Cornwall's L.I., has been placed on duty with the draft joining the 2nd Battalion at Hongkong.

Capt. W. A. Moore, R.G.A., has been appointed to the Hongkong-Singapore Battalion, R.A.

PRICE-CUTTING IN SHIPYARDS.

CHATER ROAD.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed: DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 98. Telephone No. 12.
Telegraphic Address: "PRESS."
Codes: A.B.O. 5th Ed., Lieber's.

NEW ADVERTISEMENTS

THE HONGKONG TIMBER COMPANY.

NOTICE IS HEREBY GIVEN that the Business carried on by me, the Under- signed, under the style of the HONGKONG TIMBER COMPANY, will on and after the 1st day of October, 1913, be transferred to Messrs. MELCHERS & Co., free from all Debts and other Liabilities. All Creditors and others are hereby requested to send in their Claims to me on or before the 30th day of September, 1913.

Dated this 25th day of September, 1913.
THOMAS W. KYDD,
Abraham Buildings.

NOTICE.

THE BUSINESS of the HONGKONG TIMBER COMPANY, carried on by Mr. T. W. KYDD, will on and after the 1st day of October, 1913, be carried on by us, the Under- signed, under the style of Messrs. MELCHERS & COMPANY TIMBER DEPARTMENT.

Dated this 25th day of September, 1913.
MELCHERS & Co.,
Queen's Buildings.

[1117]



IN THE SUPREME COURT OF HONGKONG.

IN THE MATTER of the Estate of FREDERICK JOHN WATERS, late of Tai Po, Land Ralliff, deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of The Probates Ordinance 1897 (No. 2 of 1897), made an Order limiting the time for sending in Claims to or against the above Estate to the 14th day of October, 1913.

Creditors and Claimants are hereby required to send their Claims to the Under- signed by the above date.

Dated this 24th day of September, 1913.
HUGH A. NISBET,
Official Administrator.

[1118]

NOTICE.

WE, the Under- signed, SHEWAN, TOMES & Co., of Victoria, Hongkong, Agents for Messrs. WARREN, BARNES & Co., Ltd., of Manila, hereby give Notice that in consequence of Messrs. WARREN, BARNES & Co., Ltd., of Manila, having purchased the Steamer "MIZUO MARU" from Messrs. UKIOH IWAOKI and in consequence of the said new owners being desirous of changing her name, we, as duly appointed Agents, have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1894, in respect of the said ship, "MIZUO MARU" of the Port of Dairen, of gross tonnage 1,331.98 tons, register tonnage 997.48 tons, formerly owned by Messrs. UKIOH IWAOKI, for permission to change her name to "SISIMAN" and to have her Registered in the new name at the Port of Hongkong as owned by Messrs. WARREN, BARNES & Co., Ltd., of Manila.

Any Objections to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within seven days from the appearance of this advertisement.

SHEWAN, TOMES & Co.,
Agents.

Dated at Victoria, Hongkong, this 26th day of September, 1913. [1119]

WM. POWELL, LIMITED.

NOTICE IS HEREBY GIVEN that the TWELFTH ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the Office of Messrs. J. H. TAGGART, Secretaries, at the "Princes" Buildings, Hongkong, on SATURDAY, the 4th October, 1913, at 12 o'clock noon, for the purpose of receiving the Report of the Directors and Statement of Accounts to 30th June, 1913.

The TRANSFER BOOKS of the Company will be CLOSED from the 27th September to the 4th October, both days inclusive.

By Order,
H. O. HOLT,
Acting Secretary.

Hongkong, 23rd September, 1913. [1120]

FROM EUROPE.

THE H.A.L. Steamship "SUEDEMARK," Captain J. Karlberg, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whose delivery may be obtained against Bills-of-Lading countersigned by the Under- signed.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st Oct. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godown, where they will be examined on the 1st Oct., at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:
Ex.s.s. "Rolandbeck" from Setubal.
Ex.s.s. "Ludwig" from Norrköping.
Ex.s.s. "Bygdö" from Christiania.
Ex.s.s. "Corstis Beck Frus" from Ahus.

HAMBURG-AMERICA LINE,
Hongkong Office.
Hongkong, 25th September, 1913. [1116]

INTIMATIONS

SPECIAL SALE OF WORK IN AID OF THE ORPHANS AND THE HOME FOR THE DESTITUTE.

THE Superiores and Sisters of the Italian Convent have the honour to announce that their

ANNUAL SALE OF NEEDLEWORK, comprising Ladies' and Children's Dresses, Embroideries, Table Covers, Handkerchiefs and a variety of articles suitable for presents, will be held at the Convent on the

26th to 27th SEPTEMBER, INCLUSIVE, commencing each day at 10 a.m.

A Special Feature of this year's Sale will be a Children's Stall at which will be displayed a fine assortment of Sweets and Chocolates specially selected from the Manufacturers in Switzerland. This Stall is certain to delight the little ones. Charming little packets of Confectionery can be had for five cents each. Besides these, there will also be a large range of bonbons all done up in fancy and dainty boxes of attractive design. Every one of these boxes is moderately priced.

The Superiores and Sisters beg to solicit the patronage of a generous community to aid the work of providing for the maintenance of the large number of Orphans at the Convent and its outlying branches.

ITALIAN CONVENT,
28, Caine Road,
Hongkong, 18th September, 1913. [1085]

HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING of the above Society will be held in the CHURCH HALL, on MONDAY, the 28th September, 1913, at 5.15 p.m., for the purpose of receiving the Annual Report and Statement of Accounts for the year ending 31st August; of electing Office-Bearers for the ensuing year, &c.

A. O. LANG,
For the Secretary.

Hongkong, 22nd September, 1913. [1097]

HONGKONG CLUB.

NOTICE.

THE TWENTY-FOURTH DRAWING of SIXTY-FIVE DEBENTURES of the HONGKONG CLUB (1896 issue, \$100 each) was held in the Club House on FRIDAY, the 19th September, 1913, when the following Debentures were drawn for Redemption:-

21	519	913	1181	1704
69	608	920	1213	1714
122	626	955	1300	1727
148	651	960	1319	1752
294	688	970	1321	1700
338	713	1004	1375	1704
345	705	1019	1400	1739
396	785	1022	1418	1810
409	811	1031	1475	1884
418	870	1034	1480	1892
424	877	1083	1493	1899
468	859	1143	1522	1919
512	800	1146	1673	1976

and will be Payable at the HONGKONG AND SHANGHAI BANKING CORPORATION on TUESDAY, the 30th September, 1913, in exchange for surrender of same.

By Order,
JAMES CRAIK,
Secretary.

Hongkong, 19th September, 1913. [1095]

HONGKONG HOTEL CO., LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONGKONG HOTEL COMPANY, LIMITED, will be held at the premises of that Company, Federal Street, Victoria, in the Colony of Hongkong, on SATURDAY, the Fourth day of October, 1913, at 12 o'clock noon, when the Subjoined Resolution will be proposed:-

That the following new article be inserted in the Company's Articles of Association after Article 10 thereof:-

10A. "The Company shall pay Dividend, in respect of any existing or new Shares of the Company, in proportion to the amount paid up on each Share where a larger amount is paid up on some Shares than on others."

Should the above Resolution be passed by the required majority, it will be submitted for confirmation as a Special Resolution to a Second Extraordinary Meeting which will be subsequently convened.

By Order of the Board of Directors,
J. H. TAGGART,
Acting Secretary.

Dated this 22nd day of September, 1913. [1098]

THE HONGKONG AND CHINA GAS CO., LTD.

NOTICE.

ON and from October 1st, 1913, the Price of GAS to the Public will be Reduced to \$2.50 per 1,000 Cubic Feet.

By Order of the Directors,
J. M. McCUBBIN,
Acting Local Secretary and Resident Engineer.

Hongkong, 9th August, 1913. [1058]

NOTICE.

WE have much pleasure in announcing to our Numerous Patrons and Customers that we have Opened a NEW SILK STORE in the most up-to-date Style and Fashion at the Large and Commodious Premises No. 33 and 35, QUEEN'S ROAD CENTRAL, lately occupied by Messrs. H. Ruffonjee & Son, where we are displaying an entirely new, Handsome and Gorgeous Stock of SILK GOODS and JEWELLERY WARE of all Descriptions in a Variety of New, Elegant and Attractive Designs and Patterns.

The Stock Includes a Choice Selection of Turkish-Persian and Indian SILK CARPETS and WOOLLEN RUGS in Cheate and Elegant Patterns.

Prices Specially Reduced for Summer. Cheapest Store in the Colony.

An Early Visit Earnestly Solicited.
D. CHELLARAM,
Hongkong, 26th July, 1913. [907]

INTIMATIONS

LANE, CRAWFORD & Co. TAILORING DEPT.

SPECIAL OFFER for ONE MONTH ONLY.

GREY FLANNEL JACKETS AND TROUSERS...UNLINED AT	\$25.
FLANNEL LOUNGE SUITS "	\$27.
THIN CASHMERE AND TWEED SUITS "	\$27.
THIN AND MEDIUM WEIGHT TWEED SUITS "	\$30.
SUPERIOR CASHMERE AND ANGOLA SUITS "	\$33.
MEDIUM WEIGHT TWEED SUITS LINED	\$33, \$36 AND \$38.
SCOTCH TWEED AND HOMESPUN SUITS "	\$38 AND \$40.
BLUE SERGE SAC SUITS "	\$35, \$38 AND \$42.
BLACK CASHMERE DRESS SUITS, SILK FACED ..	\$45, \$55 AND \$65.

OUTFITTING DEPT.

WHITE CANVAS BOOTS AND SHOES.
NECKWEAR, SOCKS, AND COLLARS.

B.O.D. UNDERWEAR
FELT AND STRAW HATS, PYJAMAS, ETC.

AT GREATLY REDUCED PRICES. LANE, CRAWFORD & Co.

BECK & CO., BREMEN.

KAISER BREWERY.
BECK'S BEER,
KEY BRAND.

\$16.00

PER CASE OF 6 DOZ. PINTS.

" " " " 4 " QUARTS.

HONGKONG AGENTS:

MACEWEN, FRICKEL & Co.

[392]

HONGKONG CLUB.

NOTICE.

AN ASSISTANT LIBRARIAN is Required for Six or Eight Months to aid in Cataloguing the Club Library.

Applications for same should be made in writing to the Under- signed.

JAMES CRAIK,
Secretary.

Hongkong, 24th September, 1913. [1113]

WANTED.

ENGLISH LADY, in Japan, seeks post in Hongkong, as Companion or help; would take charge of infant or small child.

Apply to—
Care of "Daily Press" Office.
Hongkong, 13th September, 1913. [1075]

WANTED.

A FURNISHED HOUSE, preferably on either of the Bowen Road, Conduit Road, May Road or Macdonnell Road Levels, from 1st December next, for Five Months.

Apply—
Care of "Daily Press" Office.
Hongkong, 25th September, 1913. [1114]

KULANGSU MUNICIPAL COUNCIL.

AMOV.

APPLICATIONS are invited for the position of SECRETARY, and INSPECTOR OF POLICE to the KULANGSU MUNICIPAL COUNCIL, AMOV.

Applicants should state their age, whether married or single, and should give full particulars on the subject of their previous experience. A Good Working Knowledge of Accounts is desirable.

Copies of testimonials need be sent in with the application.

The successful candidate will Assume Office on January 1st, 1914.

He shall perform all the duties of Secretary, and of Inspector of Police and he will have no European Assistant.

The maximum salary to be paid to such Secretary will be \$350 (Amoy Currency) per month, with an annual increase of \$25 per month to a final maximum of \$300 per month. He will be provided with uniform, light, fuel, and also quarters. The quarters will be in the Municipal Building, and must be occupied by the Secretary appointed.

Applications must be endorsed "Appointment of Secretary"; addressed to "The Chairman, KULANGSU MUNICIPAL COUNCIL, AMOV," and should reach Amoy not later than September 30th, 1913.

By Order of the Council.
Kulangsui, Amoy, 24th July, 1913. [947]

FOR SALE

VALUABLE LEASEHOLD PROPERTY

BRITISH CONCESSION, SHAMKIN, CANTON.

TWO LOTS, Nos. 79 and 80, fronting on the CANAL ROAD, each with a frontage of Ninety Feet on the Road, and with a depth of 140 1/2 feet, together with the Buildings erected thereon. The Lots will be Sold either separately or together. This property will be put up for Sale at Public Auction on the Premises, commencing at 11.00 a.m., on THURSDAY, the 30th of October, 1913, if not sold privately before that date. The Under- signed reserve the right to reject all bids if no acceptable bids are offered. Parties interested may obtain particulars from—

THE CHINA BAPTIST PUBLICATION SOCIETY,
TUNG SHAN, Canton, China. [1107]

FOR THE SUMMER MONTHS SPECIALITIES

CORNEO OX TONGUES,
CORNEO BEEF,
CORNEO PORK.

PRESSED BEEF.
GERMAN SAUSAGES.

These are a few of the delicacies offered for sale by

THE DAIRY FARM Co., Ltd.

28

GRACA & Co.

PENDER St. (Hongkong Hotel Building),
Dealers in

POSTAGE STAMPS, PICTORIAL
POST CARDS, CIGARS, BOOKS,
TOYS, &c.

Just Received

FRESH SUPPLY OF
VEGETABLE SEEDS.

1842

AUCTION.



PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 29th day of September, 1913, at 3 P.M., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His EXCELLENCY THE OFFICER ADMINISTERING THE GOVERNMENT, of One Lot of CROWN LAND at Fife Street, Mong Kok, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

PARTICULARS OF THE LOT.						
No. of Sale.	Registry No.	Locality.	Boundary Measurements (Approximate)		Contents in Square feet.	Upset Price.
			N.	E.	W.	
			feet	feet	feet	
1	Kowloon Inhabited No. 1000	Adjoining Kowloon No. 1000, and Lot 1003, Moor Road.	67	67	38'4" 38'4"	2,071 about
						90 1,500
					</	

[1099]

MASSAGE.

SKILFUL, Safety in the General or Electric.

MISS MORITA,
Care of NORDRA HOTEL,
15, 16 and 17, Connaught Road,
Opposite Blake Pier.

Hongkong, 8th May, 1913. [552]

LADIES, DON'T DESPOND!

WE have Just Unpacked a Beautiful Range of Ladies' and Children's

WINTER WEAR from best London Makers.

Please call early and bring the Kiddies.

HOOSAIN-ALI & Co.,
10, D'AGUIAR STREET.

Hongkong, 24th September, 1913. [45]

BANKS

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent per annum.

Depositors may transfer at their option balances of \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the Hongkong and Shanghai Banking Corporation,
N. J. STABB,
Chief Manager.

Hongkong, 1st July, 1911. [19]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1858.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL£1,200,000
RESERVE FUND£1,700,000
RESERVE LIABILITY OF PROPR.

TOBS£1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWETT,
Acting Manager.
Hongkong, 14th April, 1913. [189]

NEDERLANDSCH-INDISCH HANDELSBANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorized Capital Fl. 30,000,000 (£2,500,000)
Paid-up CapitalFl. 17,407,000 (£1,450,588)
Reserve FundFl. 6,518,000 (£543,166)

HEAD OFFICE: AMSTERDAM.
HEAD AGENCY: BATAVIA.

LONDON BANKER:
THE WILLIAMS DEACONS BANK.
SWISS BANKER.

THE BANK transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent. per annum on Daily Balances. Rates on Fixed Deposit can be ascertained on application.

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Hongkong, 13th August, 1913. [21]

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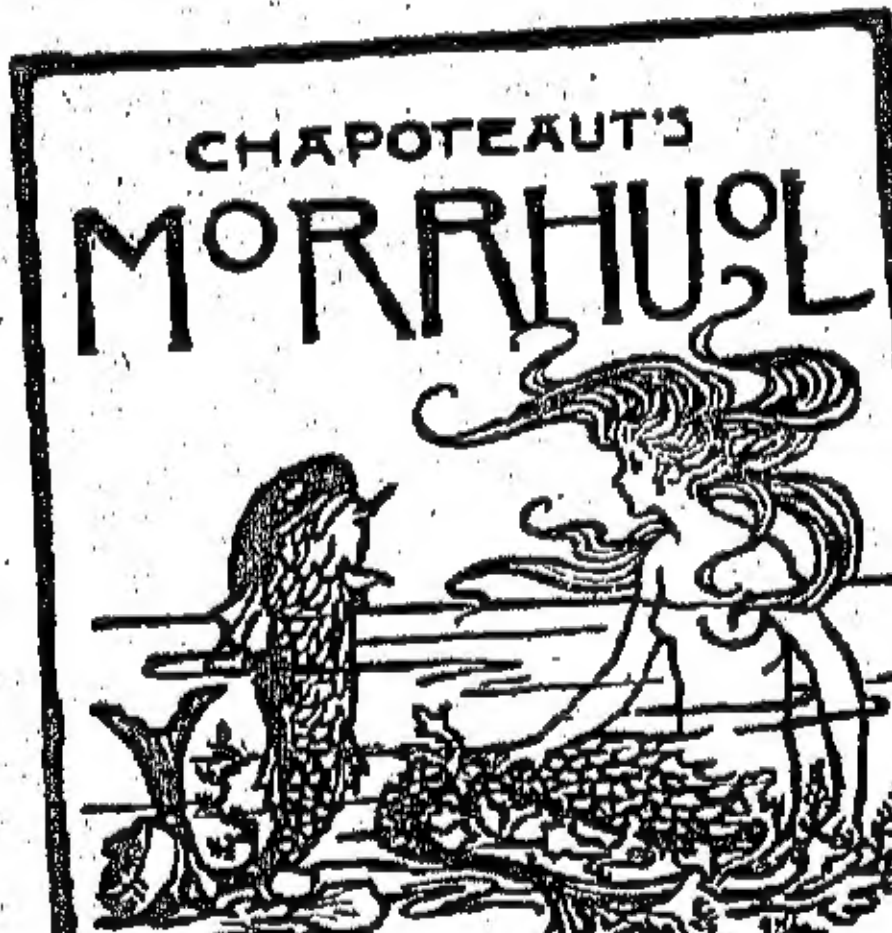
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ALLEGED SEDITIOUS ARTICLE.

Before Mr. J. R. Wood at the Magistrate's Court yesterday afternoon, a Chinese named Chan Cheung Shan, alleged by the prosecution to be the manager of the *Shat Po*, a vernacular newspaper, was charged with publishing in that organ certain matter calculated to incite tumult or disorder and incite persons to crime in China.

The Crown Solicitor (Mr. P. M. Hodgson) prosecuted, and Mr. F. X. d'Almada appeared for the defendant.

Mr. Hodgson, in answer to his Worship, said he would prefer the case to be dealt with summarily, and not be sent to the Criminal Sessions.

Mr. d'Almada said he would sooner that the case be committed, as he did not know whether his Worship had power to commit, as the Ordinance was silent on that point.

His Worship intimated that he had looked up the point, and thought he had power.

The Crown Solicitor, in opening the case, said the charges were laid under Ordinance 15 of 1907, Section 2. He would put before his Worship a copy of the *Shat Po*, dated the 14th August of this year, containing matter calculated, as he should submit, "to incite tumult or disorder in China and to incite persons to crime in China." He would also put in a certified translation of that article, and he would call evidence to prove that the defendant was the manager of the paper. He would also put Mr. Hallifax in the box, to give his opinion upon the article, and he would state that the article was such as would come within the meaning of the terms of the Ordinance. Mr. Hodgson then called the translator.

Lo Kam Chak, a translator in the department for Chinese Affairs, deposed that he translated the article in the *Shat Po* into English. He produced the translation.

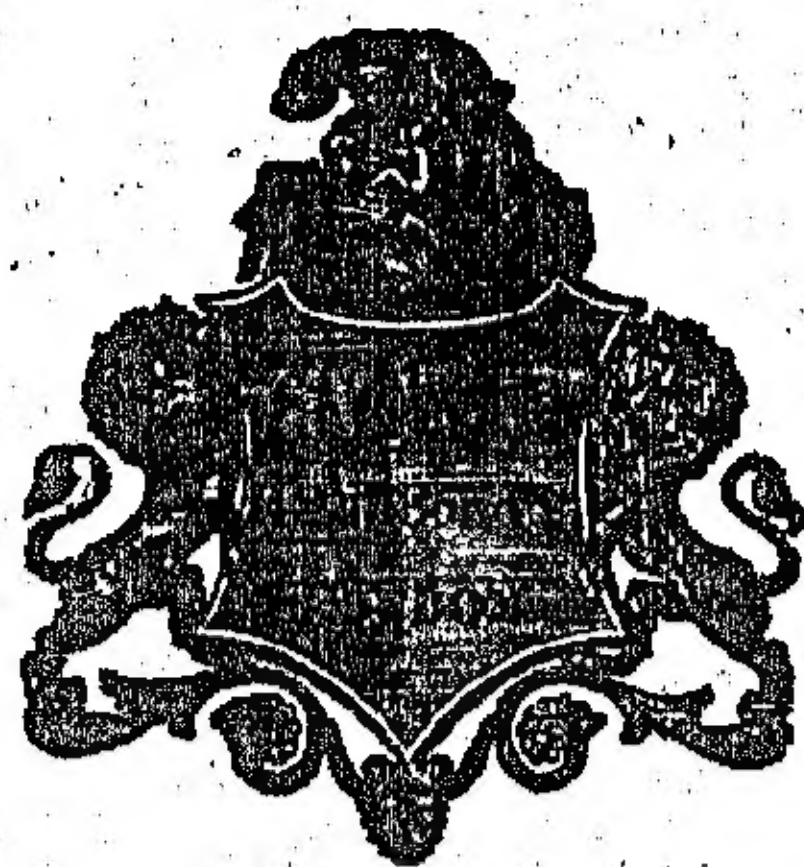
The Crown Solicitor said the article apparently set out "five reasons why the Army for the extermination of Yuan Shih-kai was sure to conquer." Mr. Hodgson then read the translation, as follows:—

Now the brigand Yuan's numerous crimes have excited the hatred of the whole of our nation. Therefore a rising was first promoted in Kiangsu against him, and Kiangsu, Anhui, Hunan, Kwangtung, Szechuen and Fokien followed their example one after another. Thus the Army for the extermination of Yuan became very huge and an explanation was duly given by him of the reason for which the brigand was to be exterminated. They all longed to march to Chihli, defeat all the troops in the North of the (Yellow) River and throw him into prison in the same manner as Napoleon was isolated in a lonely island, or behind him in the same way as Louis was executed on the guillotine. To our disappointment, however, and suffered Yuan's crimes to grow graver, and therefore Ching (Tuk Tsun) and Ying (Tuk Wang) were fickle in their resolution (and betrayed us), and Chan (Chi Ki) and Cheung (Yu Shing) availed themselves of their position to oppose us with the result that our progress was somewhat checked and our soldiers had to toil terribly. Now we are apprehensive that unscrupulous scholars and ignorant people, being bribed (by Yuan) with money or misled by idle rumours, may hesitate and sit on the fence, and may even become as faithful to the brigand as dogs (to their masters) and prove themselves the bane of the Republic, neglecting the right course and taking up the wrong one instead. However, by justice and by rights our Army is sure to win, and even when power is taken into consideration, we can prophesy that the brigand Yuan will certainly be defeated but will never prove victorious. In fact death is awaiting him. Now just let us give you a brief account of the reasons for which (our) victory and (Yuan's) defeat may be certain. Towards the end of the Manchu Ching Dynasty, the brigand Yuan, being thirsty for power, flattered his superior, appointed his friends to the various posts for his own benefit, and behaved in a fickle and astute manner. When he obtained the high position of Premier, he did not only fail to show the people kindness but also excited the hatred of his own family and clan against him. (During the brigand Yuan's retirement, his elder brother charged him before the Magistrate of the Hong Kong City.) His natural cruelty is well-known to all the people in the North. After the outbreak of the revolution (for the overthrow of the Manchu Dynasty) he availed himself of the opportunity to oppress the Orphan Emperor and the Empress Dowager and usurp the Presidency. This action aroused the intensest hatred of the Northerners. This gave rise to the childish ditty: "The clock tower is low while the drum tower is high, but Yuan Shih-kai will resort to the use of the knife." (Mr. Hodgson humorously interpreted that the seemed to be the only true statement in the article:—"The clock tower is low.")

Now since this is the feeling of the Northerners, we have no need to say anything as regards the need of the Southerners against him. Moreover, he violated the Constitution to the injury of the people, maltreated the virtuous, and betrayed the Republic. The maxim for the conduct of war says, "The righteous will be the winner and the wrong is sure to be defeated." If the war is protracted we can predict that some Northerners will surely rise to get rid of the brigand. Thus, in view of the feeling of the people, our army may be sure to win. This is the first reason. The brigand Yuan can only rely on the troops of the Chihli, Shantung, Honan and the Three Eastern Provinces. However, the troops in the (Three) Eastern Provinces all refuse to allow themselves to be sent away from their native

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places by Yuan, and the soldiers in Chihli, Shantung and Honan number less than 100,000. Further, of these 100,000 soldiers, apart from those who are retained for the protection of these provinces, all have been sent to the South. Thus, when one of his soldiers is killed, his army is reduced by that extent, but our army, being larger than that of Yuan, instead of being reduced, is quite sufficient to shake the courage of the brigand Yuan; and moreover, Yuan has lost his popularity with all the people and all the subjects of the whole nation are soldiers (who are at enmity against him). Thus, by virtue of force, our army is certain to conquer. This is the second reason. The revenues for the support of the brigand Yuan are to be derived from the South and forwarded to him through the Hupeh province. Now since Szechuen, Hunan and Kiangsi have all declared themselves independent, such revenues will no longer be appropriated by them. Further, since Hupeh has not revenues enough to support itself, how can it appropriate any funds to the brigand? Again, since there is a sore feud in Hunan, it can never afford to remit any part of its revenues to him. "If maximum for the conduct of war says, "provisions are to be transported from a distance of a thousand miles. How will have appearance of hunger." How much more would it be if no supply whatever of provisions can be obtained? Thus in view of provisions, our army is sure to conquer. This is the third reason. The province of Hupeh is the key of the whole nation; for its position is strongly fortified and can communicate with the other provinces with great facility. If the Southerners can get hold of it, they are sure to win, and if it falls into the hands of the Northerners, the latter will then be victorious. Now, fortunately, though the brigand Li Yuan Hung supports Yuan with faithfulness and sincerity, and protects the province with all his power, his indulgence in killing the people has aroused intense hatred of the subjects of the province, and for lack of revenue and on account of the cowardice of his soldiers, nobody is willing to render him assistance. Recently Kingchow and Sheung Young have declared their independence, and Hanyang has also been captured. The troops in Szechuen and Hunan will soon march forward by the (Yangtze) River, when we shall attack Lai on the East and the "White Wolf," banditti on the North, thus rendering Hankow entirely unable to communicate with Peking. Then not only the brigand Lai will be brought to bay and deprived of fresh reinforcements, but also the army of Yuan will become a fish in a kettle, being unable either to advance or retreat. Thus in view of the strategic position our army is certain to be victorious. This is the fourth reason. Soldiers can easily be enlisted, but an able General is rare. Thus for the conduct of war the ability of soldiers is a question of paramount importance. Now since Yuan's numerous crimes have excited the hatred of everybody, nobody who has the least sense of shame or is at all intelligent will render any assistance for the benefit of Yuan. He has only Fung (Kwok Cheung), Tun (Si), Keung (Kwai Tai), and Cheung (Fung), etc., as his reliable supporters, but these persons, being equal to one another in position and power, do not yield to one position and work on good terms. Moreover, since they are advanced in age and are already in high positions, they are by no means very ambitious and will certainly prove themselves to be faithful servants to may not necessarily be faithful servants to Yuan. However, there are numerous able persons in our army, who all push their

scheme forward with unity of mind. Streams of gentlemen have thrown down their pens and taken up arms to join our army, and sworn to die for our cause, all having for their object the removal of that scoundrel in the interests of the subjects of the Republic, with a view to strengthening the foundation of the Republic, and putting an end to the practice of autocracy. Since this is the feeling of all the people, we may foretell (our) victory and (Yuan's) defeat. Thus in view of the ability of the soldiers, our army is sure to gain victory. This is the fifth reason. Taking these five reasons into consideration, it is not necessary to consult the intelligent in order to discern whether Yuan or the Republicans will be the victors. Thus if anybody still hesitates and sits on the fence, or willingly shows sympathy with the brigand to the injury of the Republic and the power of the people, that so he may become meritorious servants of Yuan, bring high honour to his wives and sons and secure lands or revenues of fields granted to him as reward, he will indeed be the enemy of our Republic and the bane of the people; and we hope that all our fellow-countrymen will put such persons to death.

Mr. Hodgson submitted that that was a most scurrilous article, especially so at the time it was written.

The translator was cross-examined by Mr. d'Almada as to the meaning of a Chinese word pronounced "tue," which he had represented in English as meaning "extermination." He adhered to his original translation, and denied that it could mean "punishment."

The Hon. Mr. E. R. Hallifax, the Secretary for Chinese Affairs, gave evidence to the effect that he had perused the article, and considered it was "calculated to excite tumult or disorder in China, and to incite persons to commit crime in China." He regarded it as particularly serious published at the time it was.

Mr. d'Almada—Why do you say it was liable to incite tumult? What are your reasons for that answer?—Because there was a Rebellion in China at the time. I don't suppose there is any necessity to go through the history of China for the past two months.

Canon declared its independence, did it not?—There was a declaration of independence in Canton.

Do you agree that the word "tue" has other meanings than the one given in the translation?—I am not a translator, and I am not competent to answer.

On the application of Mr. d'Almada, the first witness was recalled, and on being handed a copy of the *Shat Po* said that there appeared an announcement in one corner to the effect that the paper was printed and published by Liu Sing Sam. There were also words in another column to the effect that the article concerned the charge was written by Liu Tai Sam.

A Chinese district watchman deposed that he visited the office of the *Shat Po* on the 16th August at the direction of the Secretary for Chinese Affairs. He asked for a certain cutting from the paper, and it was given him. It appeared, however, that the cutting had been signed by the name of the watchman. He asked for a cutting from the paper, and it was given him. It appeared, however, that the cutting had been signed by the name of the watchman. He asked for a cutting from the paper, and it was given him. It appeared, however, that the cutting had been signed by the name of the watchman.

Mr. d'Almada reserved his defence, and the defendant was committed for trial, at the Criminal Sessions.

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[11-519]

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Having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst. will be subject to suit.

All broken, damaged, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst., at 9.30 A.M.

All Claims must reach us before the 30th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

ARTHUR NILSSON & Co., Agents.

Hongkong, 20th September, 1913. [40]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

"SYRIA"

Arrived Hongkong on 22nd September, 1913, from ANTWERP, LONDON, MALTA, PORT SAID, SUEZ & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 6 days including date of arrival will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and TUESDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 22nd September, 1913. [1]

S.S. "ARMAND BEHIC"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Medec" and "Sifon" from Palamos ex s.s. "Cabo St. Vincente" from Havre ex s.s. "Sifon" and from Bordeaux ex s.s. "Vallée d'Alsace" in connection with above Steamers are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after the 27th inst. at Noon will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 30th Oct., or they will not be recognized.

All damaged packages will be examined on the 29th inst., at 10 A.M.

S. C. de BUSSIERE, Agent.

Hongkong, 22nd September, 1913. [2]

INDIAN WEDDING IN LONDON.

INCENSE AND CONCH SHELLS.

MARRIAGE OF GAERWAR'S DAUGHTER.

While the sun was shining with a brilliance almost worthy of an Indian summer, Princess Indira, the pretty daughter of the Gaerwar of Baroda, was married in London on the 25th ult. to Maharajah Kumar Jitendra Narayan of Cochin Behar.

The wedding was in three separate ceremonies, embracing the ornate and symbolic observances of the East and the severe formality of the English registry office. The bride and bridegroom looked extremely happy.

The wedding was originally fixed to take place in India last May, but through racial objections by the bride's parents it was cancelled almost at the last moment and the bride brought to England. Since then, however, her parents' objections have been overcome.

The first ceremony took place at the Buckingham Palace Hotel, where the Princess has been staying, and consisted of the reception of the bride into the Brahmho Samaj, the bridegroom's religion. During this service incense was produced by blowing into conch shells.

The second ceremony was in the precise surroundings of the Puddington Registry Office, in Harrow-road, and when the bridegroom drove up in a motor-car a crowd of nearly 300 persons had gathered. The Prince wore a dark lounge suit and a straw hat. The Maharajah of Cochin Behar, his mother, wore a grey silk cloak over her dress, and a lace scarf over her head.

AEROPLANE MARRIAGE.

The bride arrived in a sumptuously appointed motor-car, which had a silver model of a monoplane as a mascot on the bonnet. She wore a fashionable rose Barry morning dress, cut low at the throat, with a deep collar of white lace. She was attended by a companion and Captain Parah, her A.D.C. In the marriage certificate the bridegroom's age was given as twenty-six and that of the bride as twenty-one. One of the witnesses was Sir Krishna Gupta, a member of the Council of the Government of India.

The bride and bridegroom smilingly faced the dozen photographers who awaited them as they left the registry office, and one poorly dressed woman, with a baby in her arms, threw a handful of confetti over them.

The party returned to the hotel, where the ceremony according to the bridegroom's religion was performed. The subtle odour of incense-floated through the open windows to the street, and so did the weird music of the conch shells. The bride had changed her European dress for the pink and gold saree of India and the Prince wore a native white costume and turban. One feature of the Indian ceremony was that the bride and bridegroom, with their hands entwined beneath a chain of everlasting flowers.

A party of thirty partook of the wedding breakfast, and later in the afternoon, at her town residence, the Maharajah of Cochin Behar received her daughter-in-law with Eastern ceremonial presented her with jewels, and said special prayers as prescribed by the ritual of her creed. A reception followed and was numerous attended. The wedding cake was cut by the bridegroom with the State sword of Cochin Behar, and pieces were distributed among the guests.

Among the splendid wedding presents were the following:

The Maharajah of Cochin Behar: Pearl and diamond tiara and diamond Indira brooch.

The Maharajah: Diamond and emerald necklace, and pearl gipsy earrings.

Bridegroom to bride: Pearl and diamond negligee, diamond and emerald crest brooch, enamel clock with diamond hands, ruby and diamond watch pendant with pearl and gold chain.

DEARER SUITS.

TAILOR'S RUSE TO COVER INCREASED PRICES.

West-end tailors are grappling with the problem of the dearer suit, states a London paper. The effect of the high price of wool and the increase in wages which followed the tailors' strike is now making itself felt in the account books of the tailors, and so the tailors argue, the price of all suits ought to be advanced by from 8s. 6d. to 11s., according to the class of suit.

In other trades the increased cost of the raw material, which has become such an unpleasantly familiar feature of domestic economics, is immediately followed by a rise in the price charged to the consumer.

But customers who have been in the habit year after year of paying, say, £3 10s. for a lounge suit, £4 10s. for a morning suit, and £5 6s. for a dress suit, flatly decline to recognise any other standard of prices, and the tailor with a regular clientele who attempts to put up the prices of his suits in accordance with their increased cost would assuredly be taking the first step on the road that inevitably ends in Carey-street.

The tailors therefore are meeting this new difficulty by adjusting materials to the old prices. That is to say, customers who have always paid £3 10s. for their lounge suits are still being given a suit at that price, but it is not the suit of a year ago. The price is now being put according to the cloth. For a suit identical in quality and workmanship with that which was sold last year at £3 10s. the customer would have to pay to-day £3 18s. 6d.

The extra cost in wages entailed in making a lounge suit is 3s. 6d., said a West-end tailor. "All woollen materials are costing us more, a rise of some 15 per cent. on the raw materials, accounting for a difference of several shillings in the cost of the fabric required for a lounge suit. Buttons, and in fact, all sundries, have also advanced in price. In the case of a morning-suit-frock-coats are, of course, obsolete—a suit similar in quality to that sold for 24 10s. last year could not be

sold under 25 to-day. The increased cost of wages is a very serious item in the case of the dress suit, amounting as it does to an additional 1s. on every suit made. This, together with the higher price that has to be paid for cloth and silk, means an increase of 11s. on the whole suit." School outfits have also increased in price.

There is a rise of 3d. per pair on stockings, and many of the warm woollen undergarments required for the winter have gone up by as much as a shilling. An advance of 20 per cent. in the price of boots, too, becomes a formidable item of expenditure when a family of growing schoolboys has to be shod.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. str. *Siberia* arrived at Manila between 10 am. and noon on the 21st September, is expected to reach this port at about 7 a.m. Friday.

THE AUSTRALIAN MAIL.

The I.G.M. str. *Prinz Sigismund* left Sydney on the 20th September, at 11 a.m., and may be expected here on or about the 13th October.

THE CANADIAN MAIL.

The C.P.R. str. *Empress of Asia* left Kobe on the 23rd September, at midnight, and is due to arrive at Shanghai on the 25th September at 10 p.m.

THE GERMAN MAIL.

The I.G.M. str. *Düffling*, carrying the German mails, with dates from Berlin of the 3rd September, left Colombo on the 21st September, p.m., and may be expected here on or about the 1st October.

MERCHANT STEAMERS.

The N.Y.K. str. *Penang Maru* (Bombay Line) left Bombay for this port via ports on the 9th September, and is expected here on the 20th September.

The Ben Line str. *Hennrich*, from Middlesbrough and London, left Singapore on the 20th September for this port, and may be expected here on or about the 26th September.

The str. *Daiten Maru* left Moji on the 22nd September for this port, and is due to arrive here on or about 27th September.

The chartered str. *Welford Hall* left Singapore for this port on the 22nd September, at 8 a.m., and is due here on the 27th September, at about 6 p.m.

The A.L. str. *Pavia* left Singapore for this port on the 22nd September, a.m., and will arrive here on the 27th September, p.m.

The N.Y.K. str. *Kanagawa Maru* (Calcutta Line) left Calcutta for this port via ports on the 9th September, and is expected here on the 25th September.

The N.Y.K. str. *Yokohama Maru* (American Line) left Kobe for this port via Moji and Shanghai on the 19th September, and is expected here on the 25th September.

The Swedish East Asiatic Co.'s str. *Peking* left Singapore on the 22nd September, and is expected to arrive here on the 29th September.

The str. *City of Edinburgh* left New York on the 13th August, and is due here on or about 30th September.

The Swedish East Asiatic Co.'s str. *Japan* left Port Said on the 7th September, and is expected to arrive here on the 2nd October.

The N.Y.K. str. *Aki Maru* (European Line) left Colombo for this port via Singapore on the 25th September, and is expected here on the 8th October.

The N.Y.K. str. *Sunaki Maru* (American Line) left Seattle for this port via ports on the 9th September, and is expected here on the 12th October.

The Danish str. *Cathay* left Port Said on the 16th September, and may be expected here on or about the 13th October.

The Swedish East Asiatic Co.'s str. *St. Helena* left Antwerp on the 23rd September, and is expected to arrive here on or about the 1st November.

The Mog Line str. *Lothian* sailed from United Kingdom on the 13th September, for Hongkong via the Straits.

The Barber Line str. *Saint Patrick* sailed from New York on the 12th September for Hongkong.

The str. *Cienfuegos* passed the Suez Canal on the 19th September for Hongkong via Straits.

INDO-CHINA STEAM NAVIGATION CO., LTD. *Fookang*, from Moji, is due in Hongkong 26th September.

Hanwang, from Shanghai, is due in Hongkong 26th September.

Yatung, from Singapore, is due in Hongkong 26th September.

SHIRE LINE, LIMITED. *Denbighshire*, passed the Canal on 9th September, and is due in Hongkong 10th October.

CHILDREN OF THE FAR CATHAY.

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST.

By CHAS. J. HALCOMBE.

Formerly of the Imperial Chinese Customs.

Service, Author of "The Mystic Flowery Land," etc.

THE VOLUME, which consists of 461 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kullin, is dedicated to Sir ROBERT HART, G.C.M.G., and Dr. A. RENNER.

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China, makes "CHILDREN OF THE FAR CATHAY" an excellent volume for presentation to friends at home.

PRICE \$3.50

To be obtained from Messrs. KELLY & WATSON, Ltd., Messrs. BREWER & Co., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

SHIPPING IN PORT.

STEAMERS.

ATHOLL, British str., 2,783, Saxby, 16th September—Java—8th September, Sugar—Dodwell & Co.

BORNEO, German str., 1,344, J. Kochler, 30th September—Sandakan—14th September, Timber and General—Melchers & Co.

BUTO MARU, Japanese str., 3,247, H. Nagano, 17th September—Moji 18th September, Coal—Toyo Kisen Kaisha.

CHUI SING, German str., 1,012, J. Bruhn, 23rd September—Bangkok 15th September, Rice—Butterfield & Swire.

DAISAI MARU, Japanese str., 2,222, Mura, 20th September—Manila 16th September, Nil—Order.

DEVAVONDE, British str., 1,047, Shearer, 18th September—Saigon 14th September, Rice—Chinsea.

DILWARA, British str., 3,460, G. H. Ramag, R.N.R., 12th September—Moji 12th September, Coal and General—David Sassoon & Co.

FUKURA MARU, Japanese str., 3,138, S. Kumawaki, 22nd September—Moji 16th September, Coal—Mitsui Bishi Goshi Kaisha.

GLENNALLOCH, British str., 1,424, W. L. Gardner, 23rd September—Amoy 22nd September, General—Chinsea.

HELENS, German str., 771, J. Jensen, 22nd September—Hobart 21st September, General—Jensen & Co.

HUYENOW, British str., 2,000, G. Hooker, 22nd September—Tientsin 15th September, General—Butterfield & Swire.

ICHANG, British str., 1,228, Shane, 23rd September—Chingwangtao 17th September, Coal—Butterfield & Swire.

JAPAN, British str., 3,800, C. P. Seddon, 22nd September—Singapore 17th September, General—David Sassoon & Co.

JOHANNE, German str., 952, H. Ipland, 20th September—Samarang 12th September, Sugar—Jensen & Co.

KIUNO MARU, Japanese str., 1,428, Mura, 21st September—Bangkok 12th September, Nil—Order.

KWANGLOO, Chinese str., 1,468, McArthur, 22nd September—Shanghai 19th September, General—Chinsea.

LABRET, British str., 1,350, Wawn, 24th September—Saigon 20th September, Rice—Chinsea.

LOOSANO, British str., 1,093, G. W. W. Leach, 23rd September—Manila 20th September, General—Jardine, Matheson & Co.

MUREX, British str., 2,329, Thackray, 21st September—Shanghai 17th September, Nil—Asiatic Petroleum Co.

NAMSAHE, British str., 2,591, P. M. B. Lake, 24th September—Calcutta 8th September, General—Jardine, Matheson & Co.

PAKLAT, German str., 1,018, Wenzel, 24th September—Bangkok 17th September, Rice—Butterfield & Swire.

PETCHABURI, German str., 1,374, C. Goswami, 21st September—Bangkok 13th September, Rice—Butterfield & Swire.

PIRA NANO, British str., 1,002, N. G. Mayer, 21st September—Saigon 16th September, General—Chinsea.

RAMABURI, German str., 1,185, C. Wolff, 24th September—Bangkok 17th September, Rice—Butterfield & Swire.

RYAN, Norwegian str., Meyer, 22nd September—Saigon 12th September, Coal—Standard Oil Co.

SAINT RICKMEY, Dutch str., 573, B. Y. Jagt, 18th September—Amoy 13th September, Ballast—Asiatic Petroleum Co.

SAMSEN, German str., 998, F. Bucking, 21st September—Saigon 20th September, Rice—Butterfield & Swire.

SEXTA, German str., 992, H. Jensen, 21st September—Saigon 20th September, Rice—Butterfield & Swire.

SHAOHONG, British str., 1,277, McIntosh, 21st September—Hongay 18th September, Coal—Butterfield & Swire.

TAIYO MARU, Japanese str., 1,625, T. Fumoto, 23rd September—Chafso 18th September, General—Chinsea.

TAIYUAN, British str., 2,300, W. B. Brown, 20th September—Melbourne 16th August, General—Butterfield & Swire.

TELMACHUS, British str., 1,340, A. Fraser, 20th September—Saigon 15th September, Rice—Chinsea.

TJIMAH, Dutch str., 5,153, A. W. La Rooy, 18th September—Amoy 16th September, General—Java-China-Japan Line.

TSURUGIRAN MARU, Japanese str., 2,560, Nakayama, 22nd September—Moji 16th September, Coal—Mitsui Bussan Kaisha.

YEDDO, Swedish str., 2,400, C. H. Anderson, 20th September—Gothenburg 20th July, General—A. Nilsson & Co.

YINGCHOW, British str., 1,246, Pottinger, 24th September—Shanghai 21st September, General—Butterfield & Swire.

WEATHER REPORT.

On the 25th at 11.30 a.m.—The anti-cyclone had moved eastward and is now central over mid-Japan, where pressure has increased moderately.

Changes in the south are small. Light or variable winds are indicated along the east coast of China, and light monsoon over the N. China Sea.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.00 inches. The forecast for the 24 hours ending at noon to-day is as follows:

DISTRICT FORECAST.

Hongkong & Neighbourhood. Formosa Channel. (N.E. winds, fresh to moderate.

South coast of China between Hongkong and Liancocks. (The same as Hongkong and Liancocks.) No. 1.

South coast of China between Hongkong and Hainan. (The same as Hongkong and Liancocks.) No. 1.

E. winds, moderate to light, fine.

CHINA COAST METEOROLOGICAL REGISTER.

25th September, 1913, A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind		
					Direction.	Force.	Weather.
Vladivostok	7 a.	30.12	—	—	—	—	—
Nagasaki	6 a.	30.15	—	—	—	—	0
Hakodate	6 a.	30.15	—	—	N	—	—
Tokio	6 a.	30.13	—	—	—	—	—
Koohi	6 a.	30.21	—	—	WSW	1	1
Nagasaki	6 a.	30.21	—	—	ENE	1	1
Kagoshima	6 a.	30.17	—	—	N	1	2
Osima	6 a.	30.08	—	—	SSW	1	2
Naha	6 a.	30.05	—	—	—	—	—
Ishijima	6 a.	30.01	—	—	E	1	2
Bonin Is.	6 a.	30.02	—	—	—	—	0
Clefuou	6 a.	30.07	71	95	SW	7	bc
Wei-hai-wei	6 a.	30.07	71	95	SW	7	bc
Hankow	6 a.	30.07	71	95	SW	7	bc
Iohang	6 a.	30.07	71	95	SW	7	bc
Kiulung	6 a.	30.07	71	95	SW	7	bc
Changsha	6 a.	30.07	71	95	SW	7	bc
Shanghai	6 a.	30.09	62	94	ENE	2	or
Gutzlaff	6 a.	30.10	68	—	ENE	2	or
Sharp Peak	7 a.	30.03	73	—	ENE	2	or
Amoy	6 a.	29.99	76	82	NE	2	or
Swatow	6 a.	29.99	76	82	NE	2	or
Taihou	5 a.	30.00	—	—	—	—	0
Taihu	5 a.	30.00	—	—	—	—	0
Taiwan	5 a.	30.00	—	—	—	—	0
Koshan	5 a.	29.99	—	—	N	4	4
Pescadore	5 a.	29.99	—	—	N	4	4
Canton	5 a.	29.98	80	82	SE	6	6
Hongkong	6 a.	29.99	78	86	SE	6	6
Tap Root	5 a.	29.96	—	—	E	2	2
Yacoo	5 a.	29.97	—	—	ENE	1	1
Yuehow	9 a.	29.93	77	—	—	—	—
Foifoh	9 a.	29.93	77	—	—	—	—
Pakhoi	9 a.	29.93	77	—	—	—	—
Shulin	6 a.	29.99	75	—	NE	3	b
Yonane	5 a.	29.91	75	—	SE	5	5
St. James	5 a.	29.90	73	—	WNW	2	2
Yarrri	5 a.	29.93	78	—	SW	1	b
Yamla	5 a.	29.93	71	—	SW	1	b
Yegespi	5 a.	29.82	81	—	—	—	—
Yecool	5 a.	29.81	82	—	SW	1	b
Yello	5 a.	29.81	82	—	SE	1	b
Yebu	5 a.	29.91	85	—	E	1	b
Yubuan	5 a.	29.93	83	—	—	—	—

VESSELS ON THE BERTH

PENINSULAR AND ORIENTAL
STEAM NAVIGATION
COMPANY.

STEAM FOR STRAITS, OCEAN,
AUSTRALIA, INDIA, ADEN,
EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

THROUGH BILLS OF LADING ISSUED FOR
AFRICA, PERSIAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"ASSAYE".
Captain G. J. Collyell, carrying His
Majesty's Mails, will be despatched from
this port for BOMBAY, TOMORROW,
the 27th September, 1913, at Noon, taking
Passengers and Cargo for the above Ports, in
connection with the Co.'s "MOULTAN",
from Colombo, passengers' accommodation
in which vessel is secured before departure
from Hongkong.

Silk and Valuable and Tea and Cargo for
France and London (under arrangement)
will be transhipped at Colombo into the
Mail Steamer proceeding direct to
Marseilles and London, other Cargo for
London, &c., will be conveyed via Bombay
in the ss. "PERSIA", due in London on
the 8th November, 1913.

Parcels will be received at the Office
until 4 P.M. the day before sailing. The
conditions and value of all packages are
required.

For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 15th September, 1913. [1]

THE AMERICAN AND ORIENTAL
LINE.

FOR BOSTON AND NEW YORK VIA
SUZEE CANAL.
(With liberty to call at the Malabar Coast.)

THE Steamship

"AFGHAN PRINCE".
Captain Whalley, will be despatched as above
on MONDAY, the 29th September.
For Freight and passage, apply to
ARNOLD, KARBURG & Co.,
General Agents.
Hongkong, 10th September, 1913. [1061]

GLEN LINE (McGREGOR, GOW
& CO.), LTD.

THE Steamship

"GLENLOGAN" (Capt. Jas. McGREGOR),
FOR GLASGOW, LONDON AND
ANTWERP.

The above Steamer will be despatched for the
Port named, on SATURDAY, the 5th October.
The Vessel has excellent accommodation for
80 Saloon Passengers, all Cabins Ample, and
is fitted with Electric Light and Fans in
every cabin.

A duly qualified Stewardess and Doctor are
carried.
Attention is particularly directed to the
Moderate Rates charged, viz:—

Saloon Passage, HONGKONG to GLASGOW,
London, or ANTWERP, £40.
For freight or passage, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 4th September, 1913. [1037]

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALABAR
COAST.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "SHIMOSA" ... On or about 9th Oct.
For BOSTON AND NEW YORK.
S.S. "MONTROSE" ... On or about 16th Oct.
For Freight and further information, apply
to—

DODWELL & Co., Ltd.,
Agents.
Hongkong, 25th Sept., 1913. [1086-1115]

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OFFICE.

NEW AND UP-TO-DATE

PLANS OF THE SI-KIANG

OR

WEST RIVER.

PRICE ONE DOLLAR.

Giving all the Important Towns en route
from CANTON to WUHOW.

Hongkong, 5th April, 1913.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	TO	DATE	TIME
SHANGHAI, KOBE and MOJI	"NAMANG"	Friday, 26th Sept.	Noon
MANILA	"LOONGSANG"	Saturday, 27th Sept.	2 P.M.
CHINWANTAO	"HOPKANG"	Tuesday, 30th Sept.	Noon
SINGAPORE, PENANG & CALCUTTA	"POOKSANG"	Tuesday, 30th Sept.	2 P.M.
CHINWANTAO	"CHIPSANG"	Wednesday, 1st Oct.	2 P.M.
SHANGHAI	"HANGSANG"	Thursday, 2nd Oct.	Noon
MANILA	"YUENSANG"	Saturday, 4th Oct.	2 P.M.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Saturday, 4th Oct.	2 P.M.

RETURN TOURS TO JAPAN.

The Steamers "KUSANG" and "KORANG" leave about every 3 weeks for
Shanghai and Japan returning via Korea (Inland Sea) and Moji to Hongkong. Time occupied 20 days.
This service is supplemented by the "LAISANG", "KORANG", "LOVAT", "YATUNG" and
"SANG", leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning
thence direct to Hongkong. Time occupied 6 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.
Steamers have superior accommodation for First Class Passengers and are fitted throughout
with Electric Light.

Taking Cargo on through Bills of Lading to Ytsing, Chefoo, Tientsin, Dalay, W'wei, T'au and N'ohwang.
Telephone No. 215, Sub. Exch. 4.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
General Managers.
Hongkong, 25th September, 1913. [14]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K", nearest Hongkong "H", midway between Hongkong and Kowloon "M", and those vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's.

2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.

4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	DEPT.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, via USUAL PORTS OF CALL	ASSAYE	Brit. str.	2 m.	G. J. Collyell	F. & O. S. N. Co.	Tomorrow, at Noon.
LONDON & ANTWERP	NORSE	Brit. str.	2 m.	D. Anbury	F. & O. S. N. Co.	About 1st Oct.
LONDON & ANTWERP	YVES	Brit. str.	2 m.	Bober	JARDINE, MATHESON & Co., Ltd.	On 20th Oct.
HAVRE & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	On 30th inst.
HAVRE & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	On 15th Oct.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	On 30th inst.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	On 7th Oct.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	On 8th Oct., at D'light.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	On 9th Oct.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	On 12th Oct.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	On 2nd Oct., at 1 P.M.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	On 7th Oct., at Noon.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	On 15th Oct., at 1 P.M.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	On 14th Nov.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	On 1st Oct., at 10 A.M.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	About 1st Oct.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	On 13th Oct., at 4 P.M.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	On 4th Oct.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	On 27th inst.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	About 9th Oct.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	On 30th inst.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	On 8th Oct., at Noon.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	On 4th Oct., at 1 P.M.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	On 14th Oct., at Noon.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	On 17th Oct., at Noon.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	Tomorrow, at 3 P.M.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	On 4th Oct., at 9 A.M.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	On 10th Oct., at Noon.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	On 22nd Oct., at 11 A.M.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	On 4th Oct., at Noon.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	On 4th Oct., at 4 P.M.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	About 27th inst.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	Tomorrow, at D'light.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	On 9th Oct., at 11 A.M.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	About 14th Oct.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	Tomorrow, P.M.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	On 22nd Oct., at 11 A.M.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	On 1st Oct., at 2 P.M.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	On 23rd inst., at 4 P.M.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	On 30th inst., at Noon.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	Tomorrow, at Noon.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	Tomorrow, at M'night.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	On 23rd inst.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	On 23rd inst.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	On 1st Oct., at 5 A.M.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	About 1st Oct.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	On 2nd Oct., at Noon.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	On 2nd Oct., at 4 P.M.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	About 2nd Oct.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	On 4th Oct., at M'night.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	About 4th Oct.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	On 9th Oct.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	About 9th Oct.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	About 1st Nov.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	On 1st Oct., at 8 A.M.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	On 1st Oct., at Noon.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	Tomorrow, at 11 A.M.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	On 23rd inst., at 10 A.M.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	On 30th inst., at 11 A.M.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	On 3rd Oct., at 11 A.M.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	Tomorrow, at 2 P.M.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	On 30th inst., at 4 P.M.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	On 4th Oct., at 2 P.M.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	On 14th Oct., at 4 P.M.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	On 2nd Oct., at 4 P.M.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	On 8th Oct.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	Tomorrow, at 1 P.M.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	On 30th inst., at 2 P.M.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	On 4th Oct., at 2 P.M.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	On 4th Oct., at 9 A.M.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	Tomorrow, at 5 P.M.
MARSEILLES, EMDEN & HAMBURG, &c.	YVES	Brit. str.	2 m.	Schroder	JARDINE, MATHESON & Co., Ltd.	On 23rd inst., at 9 A.M.

CANADIAN PACIFIC
ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1913.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

To VANCOUVER							To L'POOL		FROM L'POOL		FROM VANCOUVER						
STEAMERS	Hong-kong	Shanghai	Nagasaki	Kobe	Yokohama	Vancouver	Quebec	Liverpool	Liverpool	Quebec	STEAMERS	Vancouver	Yokohama	Kobe	Nagasaki	Shanghai	Hong-kong
	Leave	Leave	Leave	Leave	Leave	Arrive	Leave	Arrive	Leave	Arrive		Leave	Arrive	Arrive	Arrive	Arrive	Arrive
EMPERESS OF ASIA	8 Oct.	10 Oct.	12 Oct.	14 Oct.	16 Oct.	25 Oct.	30 Oct.	6 Nov.	29 Aug.	5 Sept.	EMPERESS OF ASIA	10 Sept.	21 Sept.	22 Sept.	24 Sept.	26 Sept.	29 Sept.
EMPERESS OF JAPAN	22 Oct.	25 Oct.	27 Oct.	29 Oct.	31 Oct.	12 Nov.	20 Nov.	27 Nov.	12 Sept.	19 Sept.	EMPERESS OF JAPAN	24 Sept.	8 Oct.	9 Oct.	11 Oct.	13 Oct.	16 Oct.
EMPERESS OF RUSSIA	5 Nov.	7 Nov.	9 Nov.	11 Nov.	13 Nov.	22 Nov.	St. John	4 Dec.	—	—	MONTAGLE	1 Oct.	17 Oct.	20 Oct.	Moji	22 Oct.	25 Oct.
EMPERESS OF INDIA	19 Nov.	22 Nov.	24 Nov.	26 Nov.	28 Nov.	10 Dec.	18 Dec.	25 Dec.	26 Sept.	3 Oct.	EMPERESS OF RUSSIA	8 Oct.	19 Oct.	20 Oct.	N'saki	22 Oct.	24 Oct.
EMPERESS OF ASIA	3 Dec.	5 Dec.	7 Dec.	9 Dec.	11 Dec.	20 Dec.	25 Dec.	1 Jan.	10 Oct.	17 Oct.	EMPERESS OF INDIA	22 Oct.	5 Nov.	6 Nov.	8 Nov.	10 Nov.	13 Nov.
									24 Oct.	31 Oct.	EMPERESS OF ASIA	5 Nov.	16 Nov.	17 Nov.	19 Nov.	21 Nov.	24 Nov.

PASSAGE RATES—HONGKONG TO LONDON.

STEAMERS	Meals and Sleeping	Car Berth across	Canada 25 additional.
EMPERESS OF RUSSIA	£71.10	£71.10	
EMPERESS OF ASIA			
EMPERESS OF INDIA			
EMPERESS OF JAPAN			
MONTAGLE			

SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.
AROUND THE WORLD RATES in connection with SUZEE MAIL LINES or TRANS-SIBERIAN ROUTE.
Passengers may proceed by Rail between Ports of Call in Japan if so desired.

THE "EMPERESS OF RUSSIA" AND "EMPERESS OF ASIA" registered tonnage 16,850, displacement 34,000 tons, are new quadruple screw turbine steamers, the fastest, finest and most luxurious on the Pacific.

SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic steamers, "EMPERESS OF BRITAIN" and "EMPERESS OF IRELAND."

THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.

Route from HONGKONG via SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.
For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—

D. W. CRADDOCK,

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE,
VIA SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN,
VIA SHANGHAI.

FOR	STEAMER	TO SAIL
MARSEILLES VIA PORTS	PAUL LECAT Capt. Lancelin	On 7th October.
	ARMAND BEHIC Capt. Rosati	On 21st October.
SHANGHAI, KOBE AND YOKOHAMA	ATLANTIQUE Capt. Charbonnel	On 9th October.
	ERNEST SIMONS Brucet	On 20th October.

TRANSHIPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.
Through Tickets to LONDON via PARIS, from £27.10 up to £71.10. 20 hours Railway from MARSEILLES to LONDON. Intimates most passengers on their arrival in Marseilles.
For further particulars apply to
N. O. DE BUSNIERRE, ACTING AGENT,
QUEEN'S BUILDING.

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).
DESTINATION STEAMERS TONS DATE OF SAILING.
SHANGHAI, YOKOHAMA, "PEKING" 6,500 On 29th Sept.
KOBE and NOJI "JAPAN" 9,000 About 2nd Oct.
For Freight and Further Particulars, apply to
"ST. HELENA" About 1st Nov.
TELEPHONE NO. 171.
ARTHUR NILSSON & Co.,
YORK BUILDINGS, TOP FLOOR.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.
From Hongkong: 27th Sept. Connecting with "KATANGA" 12th Oct.
From Colombo: 12th Oct.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA AND STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

For Rates and Further Information, apply to
THE BANK LINE, LIMITED,
MANAGING AGENTS.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS

EASTWARD.

S.S. "JAPAN," 6,013 tons, Captain C. P. Sedden, will be despatched for KOBE and MOJI on 27th September, at 11 p.m.
S.S. "ARATON APCAR," 4,450 tons, Capt. W. Walker, will be despatched to SHANGHAI, KOBE and MOJI on 11th October.

WESTWARD.

S.S. "DILWARA," 5,328 tons, Captain G. N. Ramage, R.N.R., will be despatched for SINGAPORE, PENANG and CALCUTTA on 27th September, at 1 p.m.
S.S. "JELUNGA," 5,206 tons, Capt. J. R. O. Sullivan, will be despatched as above on 16th October.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.
For Freight or passage, apply to
DAVID SASSOON & CO., LTD.,
Hongkong, 26th September, 1913.

PACIFIC MAILS S.S. CO.

THE AMERICAN LINE TO SAN FRANCISCO.

STEAMERS	Tons	From HONGKONG calling at
MONGOLIA	27,000 tons, twin screws	SHANGHAI, NAGASAKI
MANCHURIA	27,000 tons, twin screws	KOBE (via Inland Sea),
KOREA	18,000 tons, twin screws	YOKOHAMA and HONO-
SIBERIA	18,000 tons, twin screws	LULU (the Paradise of the
NILE	11,000 tons	Pacific) through Service via
CHINA	10,200 tons	Pacific) through Service via
PERIA	9,900 tons	NEW YORK to Europe.

SOME FEATURES OF SERVICE.

ELECTRIC FANS, SWIMMING TANK, ORCHESTRA, AMUSEMENTS, WIRELESS TELEGRAPHY, SUBMARINE SIGNAL SERVICE, AND BILGE KEELS. CUISINE UNDER PERSONAL SUPERVISION OF MR. V. MORONI, ONE OF THE WORLD'S MOST FAMOUS CATERERS.

THE COST—By this route to London with its unrivalled opportunities is £71.10.0 for a return ticket £120. To San Francisco via Japan and Honolulu the cost is £45. By the INTERMEDIATE SERVICE First Class accommodations are provided for £65 to London (return ticket £109) and to San Francisco £36. SPECIAL RATES to Army and Navy Officers, Diplomatic, Consular and Civil Service, on application.

STEAMERS	Tons	Sailing
SIBERIA	18,000	SATURDAY, 4th Oct., at 1 p.m.
CHINA	10,200	TUESDAY, 14th Oct., at Noon.
MANCHURIA	27,000	TUESDAY, 21st Oct., at 1 p.m.
NILE	11,000	TUESDAY, 28th Oct., at 9.45 a.m.
MONGOLIA	27,000	SATURDAY, 8th Nov., at 1 p.m.
KOREA	18,000	TUESDAY, 25th Nov., at Noon.
PERIA	9,900	TUESDAY, 9th Dec., at 1 p.m.
SIBERIA	18,000	TUESDAY, 16th Dec., at 1 p.m.

*INTERMEDIATE STEAMERS.
Passengers holding through Tickets have the privilege of travelling by Train between KOBE and YOKOHAMA Free of Charge.

HONGKONG-MANILA SERVICE.

From HONGKONG.	Arrive Manila.	Leave Manila.	Due Hongkong.
14th Oct. CHINA	16th Oct.	24th Sept. SIBERIA	26th Sept.
28th Oct. NILE	30th Oct.	2nd Oct. CHINA	4th Oct.
25th Nov. PERIA	27th Nov.	9th Oct. MANCHURIA	11th Oct.
30th Dec. CHINA	1st Jan.	18th Oct. NILE	20th Oct.
10th Jan. NILE	12th Jan.	30th Oct. MONGOLIA	1st Nov.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).
R. C. MORTON, AGENT.
Panama-Pacific International Exposition—San Francisco—1915.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

FRIDAY, 26TH SEPT., 1913.

8 a.m. HEUNGSHAN. 8 a.m. HONAM.
10 p.m. FATSHAN. 5 p.m. KINSHAN.

SATURDAY, 27TH SEPT., 1913.

8 a.m. HONAM. 8 a.m. HEUNGSHAN.
10 p.m. KINSHAN. 5 p.m. FATSHAN.

A Telephone Service has been recently installed on the Canton Company's Steamers. Day Steamers Call No. 776, Night Steamers Call No. 775.

HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,651. S.S. SUI AN, Tons 1,651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 12 p.m.

EXCURSION TO MACAO.

SUNDAY, 28TH SEPTEMBER, 1913.

The Company's Steamship

"SUI AN"

Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m. N.B.—The Company will also run a Steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This Steamer connects with the Excursion Steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. HOI-SANG, 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAI-NAM, 588 tons, and S.S. NANNING, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUI. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier.



SAN FRANCISCO

SCENIC ROUTE

TRANS-PACIFIC

TOYO KISEN KAISHA

TRANS-CONTINENTAL

WESTERN PACIFIC

DENVER AND RIO GRANDE.

New Triple Screw Turbine Flyers—21 Knots Speed.

S.S. TENYO MARU 22,000 tons.
S.S. SHIYO MARU 22,000 tons.
S.S. SHIYO MARU 22,000 tons.

S.S. NIPPON MARU 11,000 tons. (Intermediate.)
S.S. HONGKONG MARU 11,000 tons. (Intermediate.)

THE QUICK AND COMFORTABLE WAY OF TRAVEL FROM JAPAN, CHINA, PHILIPPINES AND THE FAR EAST, VIA HONOLULU.

These Vessels present the Farthest Advance in the Science of Shipbuilding, being Equipped with every Modern Device for the Safety, Convenience, Comfort and Entertainment of Passengers, including Wireless Telegraph, Automatic Safety Devices, Electric Lights in every Room, Electric Fans in every Stateroom. Brass Beds, Porcelain Bathtubs, Steam Laundry, Nursery and Playground for Children, Open Air Gymnasium, Moving Picture Shows, Swimming Tanks, Orchestral Concerts. Perfect Service—Unequaled Cuisine.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. Liners connect at San Francisco with the Palatial Trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE. Through Standard Sleepers. Through Tourist's Sleepers. Dining Cars—Observation Cars. Electric Lights—Electric Fans, Union Depots. New Landscapes, Cities and Scenes—Hundreds of Miles through the Gorgeous Scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado. Convenient connections at Chicago with Trains for New York (Transatlantic Steamers) and other Eastern points. When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

O. LACY GOODRICH,

GENERAL ORIENTAL AGENT.

57 5, MAIN STREET, YOKOHAMA, and KING'S BUILDING, HONGKONG

AUSTRIAN LLOYD.



(Under Mail Contract with the Austrian Government.)
MONTHLY FAST SERVICE TO TRIESTE (VENICE).
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.
S.S. "KOEBER," 9,900 tons, will leave as above on 15th October, at 4 p.m. Superior accommodation for 1st and 2nd Class passengers, 23 staterooms, no tips, no inside cabins. Dec Staterooms, Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), £50 1st, £36 2nd, £19 3rd Class.
MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA), COLOMBO, ADEN, SUEZ AND PORT SAID.
S.S. "AUSTRIA," 14,000 tons, will leave as above about 1st October.

These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Surtax. Doctor, Stewards, Wireless Telegraphy.

RAILWAY FARES: Trieste-London. BY SIMPLON EXPRESS:
Via Venice, Milan, Simplon, Lausanne, Paris, Calais or Boulogne, Class I £3.15, II £2.1.6.
BY ST. GOTTHARD EXPRESS:
Via Venice, Milan, St. Gotthard, Lucerne, Bern, Lausanne, Calais or Boulogne, Class I £3.15, II £2.1.6.

Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £9.11, II £6.5.9.
BY TAUERN EXPRESS:
Via Munich, Cologne, Hook or Flushing, Class I £7.18.8, II £4.1.6.

TO SHANGHAI.
S.S. "KOEBER," 9,900 tons, will leave as above on 1st October, at 6 a.m.
FARES: Hongkong-Shanghai, £5 1st, £4 2nd, £2 3rd Class.
S.S. "PERIA," 12,500 tons, will leave as above about 27th September.

Cargo taken at through rates to all ports in Africa, Levant, Black Sea & Danube, also North & South America.
SANDER, WIRLER & Co., Agents,
Hongkong, 19th September, 1913. Princess Building.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATE
MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	HIRANO MARU Capt. H. Fraser	16,000	WEDNESDAY, 8th Oct., at Night.
VICTORIA, B.C. and SEATTLE VIA SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	KATORI MARU Capt. Mura	20,000	WEDNESDAY, 22nd Oct., at Daylight.
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YOKOHAMA MARU Capt. S. Wada	12,500	TUESDAY, 7th Oct., at Noon.
CALCUTTA VIA SINGAPORE, PENANG & RANGOON	SANUKI MARU Capt. Noma	12,500	TUESDAY, 21st Oct., at Noon.
BOMBAY VIA SINGAPORE, and COLOMBO	TANGO MARU Capt. Yoshikawa	12,500	WEDNESDAY, 22nd Oct., at Noon.
KOBE and YOKOHAMA	NIKKO MARU Capt. Yagi	9,600	WEDNESDAY, 19th Nov., at Noon.
SHANGHAI, MOJI & KOBE	HAKATA MARU Capt. H. Nomura	12,000	SATURDAY, 4th October.
NAGASAKI, KOBE & YOKOHAMA	RANGOON MARU Capt. Kamoshita	12,000	WEDNESDAY, 8th October.
SHANGHAI, MOJI & KOBE	AKI MARU Capt. B. Kon	12,500	THURSDAY, 9th Oct., at 11 a.m.
	KANAGAWA MARU Capt. Maehida	12,500	MONDAY, 29th September.
	NIKKO MARU Capt. Takeda	9,600	WEDNESDAY, 22nd Oct., at 11 a.m.
	PENANG MARU Capt. Murasami	12,000	SUNDAY, 28th September.

§ Fitted with New System of Wireless Telegraphy.

Cargo only.

PASSENGER SEASON-1914.

STEAMERS	TONS	SAILS	WEDNESDAY
MIYASAKI MARU	16,000	"	28th January.
KIRIYANO	16,000	"	11th February.
IYO	12,500	"	25th February.
HIRANO	16,000	"	11th March.
KATORI	20,000	"	25th March.
KAMO	16,000	"	8th April.
KASHIMA	20,000	"	22nd April.

STEAMERS	TONS	SAILS	TUESDAY
SHIDZUOKA MARU	12,500	"	27th January.
TAMBA	12,500	"	10th February.
AKI	12,500	"	24th February.
SADO	12,500	"	10th March.
YOKOHAMA	12,500	"	24th March.
AWA	12,500	"	7th April.

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—
T. KUSUMOTO, MANAGER.
TELEPHONE Nos. 292 and 1241. (11-12-1)

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON. 1914.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer to	Leave	Leave	Connecting Steamer from	Due at	Due at
"ORIENTAL" leaves YOKOHAMA	to	SHANGHAI	from COLOMBO to MARSEILLES and LONDON	MARSEILLES	PLYMOUTH (London 1 day later)
p.m.	10 p.m.	1 p.m.			
Thurs.	Tues.	Satur.		Saturday	Friday
Jan. 8	EGYPT	Jan. 15	MOOLTAN	Feb. 14	Feb. 20
Jan. 22	DEVANHA	Jan. 27	MOREA	Feb. 28	Mar. 6
Feb. 5	CHINA	Feb. 10	MALCOJA	Mar. 14	Mar. 20
Feb. 19	ASSAYE	Feb. 24	MARMORA	Mar. 28	Apr. 3
Mar. 5	INDIA	Mar. 10	MOLDAVIA	Apr. 11	Apr. 17
Mar. 19	DEVANHA	Mar. 24	MEDINA	Apr. 25	May 1
Apr. 2	ARCADIA	Apr. 7	MONGOLIA	May 9	May 15
Apr. 16	DELTA	Apr. 21	MALWA	May 23	May 29
Apr. 30	ASSAYE	May 5	MOOLTAN	June 6	June 12

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

The Fares to London and Marseilles are as follows:—

	1st Saloon	2nd Saloon	Accommodation	Single	Return
LONDON	£97.	£59.	£44.	£28.	£56.
MARSEILLES	£91.	£53.	£42.	£26.	£52.

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave YAMA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Due at M'ELLES	Due at LONDON
BORNEO	about Jan. 6	about Jan. 17	about Jan. 21	about Jan. 27	about Feb. 23	about Mar. 4
NANKIN	Jan. 20	Jan. 31	Feb. 4	Feb. 10	Mar. 9	Mar. 18
NYANZA	Feb. 3	Feb. 14	Feb. 18	Feb. 24	Mar. 23	Apr. 1
NORE	Feb. 17	Feb. 28	Mar. 4	Mar. 10	Mar. 27	Apr. 5
NILE	Mar. 3	Mar. 14	Mar. 18	Mar. 24	Apr. 6	Apr. 15
MALTA	Mar. 17	Mar. 28	Apr. 1	Apr. 7	May 5	May 14
SUMATRA	Mar. 31	Apr. 11	Apr. 15	Apr. 21	May 19	May 28
NUBIA	Apr. 14	Apr. 25	Apr. 29	May 6	June 3	June 12
NAMUR	Apr. 28	May 9	May 13	May 20	June 18	June 27

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON:

1st Saloon £50 Single. £25 Return.

2nd Saloon £33 Single. £16 Return.

FARES TO MARSEILLES: 1st Saloon £46 Single. 2nd Saloon £23.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—
E. A. HEWETT,
SUPERINTENDENT.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	ASSAYE	Noon, 27th Sept.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, & MARSEILLES	NORE	About 1st Oct.	Freight and Passage.
SHANGHAI, MOJI, KOBE, SUMATRA and YOKOHAMA	Capt. D. Ashbury	About 4th Oct.	Freight and Passage.
SHANGHAI	DELTA	About 9th Oct.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 26th September, 1913.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
TSINGTAI, WEIHAIWEI, CHE-FOO & TIENTSIN	"HUICHOW"	On 26th Sept., 4 P.M.
SAIGON	"HANYANG"	On 26th Sept., 5 P.M.
NINGPO, SHANGHAI & NEWCHANG	"SHAOHSING"	On 27th Sept., 11 P.M.
SHANGHAI	"YINGCHOW"	On 27th Sept., 11 P.M.
HAIPHONG	"KAIKONG"	On 28th Sept., 9 A.M.
CHINWANTAO	"KAIKONG"	On 28th Sept., 4 P.M.
MANILA, CEBU and ILOILO	"TAMING"	On 30th Sept., 4 P.M.
SHANGHAI	"ANHUI"	On 2nd Oct., 4 P.M.
SHANGHAI	"CHENAN"	On 4th Oct., 11 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

MANILA LINE—TWIN SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "LINAN" and the S.S. "LUCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports, for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES.—SINGLE \$45.....RETURN \$75.
For Freight or Passage apply to—
HONGKONG, 26th September, 1913. TELEPHONE 36. AGENTS.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	11th October	On 10th Oct., 11 A.M.
ALDENHAM	1st November	On 31st Oct., 11 A.M.
EMPEROR		On 21st Nov., 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Room has Electric Fans. A fully qualified Doctor and Stewardess are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

HAMBURG - AMERIKA LINIE.

IN CONJUNCTION WITH
DEUTSCHE DAMPSCHIFFFAHRTS GEESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or).

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
For SHANGHAI, KOBE and YOKOHAMA:	For VANCOUVER, SEATTLE and/or TACOMA & PORTLAND (Or):
S.S. ALBENGA 26th Sept.	S.S. C. FRED. LAEISZ 30th Sept.
S.S. C. FRED. LAEISZ 30th Sept.	For HAVRE & HAMBURG:
S.S. ARABIA 10th Oct.	S.S. SENEGAMBIA 30th Sept.
S.S. SAMBIA 18th Oct.	S.S. SPERIA 30th Sept.
S.S. REGOVIA 21st Oct.	For MARSEILLES, HAVRE & HAMBURG:
S.S. ANDALUSIA 25th Oct.	S.S. HOERDE 9th Oct.
S.S. ISTRIA 5th Nov.	For ROTTERDAM, HAMBURG & ANTWERP:
S.S. ALTMARK 13th Nov.	S.S. SACHSEN 12th Oct.
S.S. SITHONIA 20th Nov.	For HAVRE, BREMEN & HAMBURG:
	S.S. LIBERIA 15th Oct.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 25th September, 1913.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIKONG"	Capt. W. C. Passmore	FRIDAY, 26th Sept., at 11 A.M.
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 30th Sept., at 11 A.M.
"HAIYAN"	Capt. J. S. Rosach	FRIDAY, 3rd Oct., at 11 A.M.

For SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN"	Capt. J. W. Evans	SUNDAY, 28th Sept., at 10 A.M.
		WEDNESDAY, 1st Oct., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Ulake Pier). For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 26th September, 1913.

TOYO KISEN KAISHA.



IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.

NIPPON MARU & HONGKONG MARU.

INTERMEDIATE STEAMERS.
Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
CHIYO MARU	W. W. Greene	FRIDAY, 17th Oct., NOON.
NIPPON MARU	A. G. Stevens	WEDNESDAY, 5th Nov., at Noon.
TENYO MARU	E. Beat	TUESDAY, 11th Nov., at Noon.
HONGKONG MARU	S. Togo	FRIDAY, 28th Nov., at Noon.
SHINYO MARU	H. S. Smith	THURSDAY, 4th Dec., at Noon.

THE S.S. "CHIYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU on FRIDAY, the 17th October, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)
The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

ANYO MARU, BUYO MARU and KIYO MARU

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, HILO, (HAWAII), MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
BUYO MARU	10,500	SATURDAY, 4th Oct., at Noon.
ANYO MARU	18,500	WEDNESDAY, 3rd Dec., at Noon.
KIYO MARU	17,200	THURSDAY, 5th Feb., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH and TELEPHONE, APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,
King's Building (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

SOUTH AMERICA LINE.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

STEAMER	CAPTAIN	LEAVING
"SEATTLE MARU"	T. Saito	THURSDAY, 2nd Oct., at 1 P.M.
"MEXICO MARU"	N. Kobayashi	WEDNESDAY, 15th Oct., at 1 P.M.
"CHICAGO MARU"	Goto	THURSDAY, 30th Oct., at 1 P.M.
"CANADA MARU"	K. Hori	
"TACOMA MARU"	T. Hamada	
"PANAMA MARU"	J. Kanoo	

Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA.
Calling at KEELUNG, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG and COLOMBO.

STEAMER	CAPTAIN	LEAVING
"SAIGON MARU"	T. Yamaguchi	THURSDAY, 2nd Oct., 4 P.M.
"INDO MARU"	K. Komiya	THURSDAY, 2nd Oct., 4 P.M.
"LUZON MARU"	A. Yamamoto	

FOR MOJI, KOBE and YOKKAICHI.

STEAMER	CAPTAIN	LEAVING
"INDO MARU"	K. Komiya	SATURDAY, 27th Sept., P.M.
"LUZON MARU"	H. Yamamoto	THURSDAY, 30th Oct., P.M.
"SAIGON MARU"	T. Yamaguchi	

CHINA AND FORMOSA LINE.

FOR FOOCHOW VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	LEAVING
"KAIJO MARU"	Y. Yamamoto	

FOR TAMSUI VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	LEAVING
"DAIGI MARU"	M. Murakami	WEDNESDAY, 1st Oct., at Noon.
"DAIJIN MARU"	M. Nagano	SUNDAY, 5th Oct., at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	LEAVING
"SOSHU MARU"	K. Tashira	WEDNESDAY, 1st Oct., at 8 A.M.

FOR CANTON.

STEAMER	CAPTAIN	LEAVING
"SOSHU MARU"	K. Tashira	FRIDAY, 26th Sept.

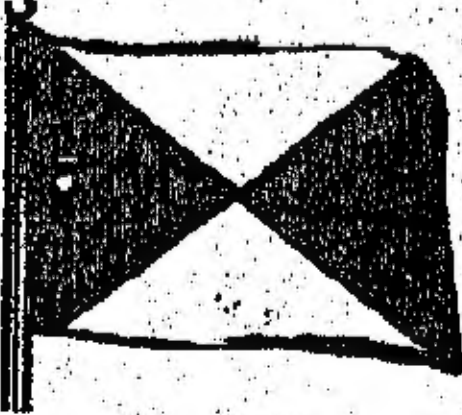
These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to

Z. KAMIYA,
MANAGER,
Second Floor, No. 1 Queen's Building.

741



PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAPITO	4000	F. S. McMurray	Manila, Mangarin, Cebu and Iloilo	On 4th Oct., 4 P.M.
RUBI	4000	J. Miller	Manila, Mangarin, Cebu and Iloilo	On 14th Oct., 4 P.M.

Electric Light. Fans in every Cabin. Competent Stewardess Carried.
For Freight or Passage, apply to SHEWAN, TOMES & Co. General Managers.
Hongkong, 26th September, 1913. PHILIPPINES S.S. Co.

THE TAIKOO DOCKYARD

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS. WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK—787' by 88' by 34' 6"
Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING and LIGHTING SEES, MOTOR VEHICLES, Etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA, AND JAPAN, AGENTS.

TELEPHONE No. 212.

Telegraphic Address—"TAIKOO DOCK." 449

JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TIJIBODAS	JAVA	Second half of September.	SHANGHAI	Second half of September.
TJILATJAP.	JAPAN	Second half of September.	JAVA	Second half of September.
TJILIWONG	SHANGHAI	First half of October.	JAVA	First half of October.
TJIMANOE	JAVA	First half of October.	JAPAN	First half of October.
TJIMAH	JAPAN	First half of October.	JAVA	First half of October.
TJIPANAS	JAVA	First half of October.	SHANGHAI	Second half of October.
TJITAROEM	JAVA	First half of November.	JAPAN	First half of November.
TJIKINI	JAVA	First half of November.	SHANGHAI	First half of November.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
Hongkong, 24th September, 1913.

Telephone No. 375.

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NORDDEUTSCHER LLOYD, BREMEN

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL.
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ LUDWIG"	18,500	Wed' day, 1st Oct., at 10 A.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"DERFFLINGER"	17,000	About Wed' day 1st Oct.
MANILA, YAP, MARONN, NEW-GUINEA, BRISBANE, SYDNEY and MELBOURNE	"COLENZ"	5,750	Saturday, 4th Oct., at 9 A.M.
KOBE	"PRINZ SIGISMUND"	6,000	About Tuesday, 14th Oct.
JESSELTON, KUDAT and SANDAKAN	"BORNEO"	5,000	Sunday, 28th Sept., at 9 A.M.

All the Steamers of the European Line are fitted with Wireless Telegraphy New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,

MELCHERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 23rd September, 1913.

THOS. COOK & SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS,
BANKERS, &c.

Head Office for the Far East—16, DES VŒUX ROAD, HONGKONG.

SHANGHAI: 23, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

MANILA:—MANILA HOTEL.

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BAGGAGE collected, forwarded and insured at lowest rates.

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FOREIGN MONIES Exchanged.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

Hongkong, 21st May, 1913.

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